

BEFORE THE  
DEPARTMENT OF TRANSPORTATION  
WASHINGTON, D.C.

DEPARTMENT OF TRANSPORTATION

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DOCKET SECTION

QA-28695

Agreements Adopted by the Traffic :  
Conferences of the International :  
Air Transport Association :  
:

Docket

OST-97-

3108-1

APPLICATION FOR APPROVAL OF AGREEMENTS  
BY THE  
INTERNATIONAL AIR TRANSPORT ASSOCIATION

November 10, 1997

Communications with respect to  
this document should be sent to:

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Director, External Relations - United States  
International Air Transport Association  
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fgs.122

Summary      DOCKET:    OST-97-                      DOT ORDER:    pending

Date: November 10, 1997  
Filing fee/IATA Acct: \$1,220 - 3731  
US/UST involved: yes  
End of Government Filing Period: Dec. 19, 1997  
Meeting site/date: Geneva, Oct. 6-9, 1997  
Intended effective date: **March 1, 1998**  
Agreement:    **PTC123 0028** dated October 28, 1997  
                 North Atlantic Resolutions                      r1-20  
MINUTES -    **PTC123 0031** dated November 7, 1997  
TABLES -    **PTC123 Fares 0013** dated October 31, 1997

r-1--001a	r-6--067m	r-11--072n	r-16--073vv
r-2--001i	r-7--071cc	r-12--072w	r-17--074mm
r-3--002	r-8--071f	r-13--073aa	r-18--078t
r-4--047m	r-9--071nn	r-14--073bb	r-19--115v
r-5--057m	r-10-071p	r-15--073f	r-20--311n

#### APPLICATION FOR APPROVAL OF AGREEMENT

Pursuant to statements submitted by Member airlines of the International Air Transport Association (IATA), the undersigned has been constituted to be their attorney-in-fact for filing with the Department of Transportation copies of agreements adopted by the IATA Traffic Conferences.

On their behalf, and pursuant to Sections 41308 and 41309 of Title 49 of the United States Code and Parts 303.03, 303.05 and 303.30(c) of Title 14 of the Code of Federal Regulations, I am filing with the Department this application for approval of an IATA agreement.

This agreement and related factual and explanatory material and documentation required by 14 C.F.R. 303.31 and Department and Civil Aeronautics Board (CAB) precedent are contained in the IATA Traffic Conference documentation summarized above.

This agreement arises from the continuing process of Tariff Coordinating Conferences and was developed in the context of prior Department and CAB rulings addressing related resolutions which reflected regulatory and market conditions then in effect. Thus the present agreement should be viewed as part of a dynamic process of IATA Member airline adjustment to governmental and economic factors.

On previous occasions, the Department has found such agreements to be consistent with the public interest when they do not result in fares or rates that are unlawful or injurious to competition in the markets at issue. Approval of the present agreement would not yield fares or rates that are unlawful or injurious to competition. Moreover, approval of

this agreement, which reflects compromises among the differing economic and social philosophies of the many nations whose airlines are parties, will advance the public interest in maintaining good aviation relations with other countries.

We request early approval by the Department of the foregoing agreement, pursuant to 49 U.S.C. 41309, and the grant of full antitrust immunity, pursuant to 49 U.S.C. 41308.

The conferral of full antitrust immunity would be in the public interest and necessary for the transaction to proceed. This agreement is a product of the IATA Tariff Coordinating Conferences which the Department found to be anticompetitive but nevertheless approved and immunized in Order 85-5-32 (May 6, 1985) on foreign policy and comity grounds because such action is necessary to achieve the serious transportation need of maintaining good aviation relations with other countries and these benefits are not obtainable by reasonably available means having materially less anticompetitive effects.

Insofar as this agreement concerns fares or rates between non-U.S. points, in which respect they have at most indirect application in foreign air transportation, the U.S. authorities have recognized (e.g, Order 79-8-194, August 30, 1979) that the interests of other sovereign nations in the conditions governing air transportation between them greatly exceed any that the U.S. might have by reason of U.S. airline, citizen or shipper participation. This agreement is not adverse to the public interest or in violation of the Act and, therefore, full immunity should be granted.

Respectfully submitted:



David M. O'Connor  
Director, External Relations - United States  
International Air Transport Association  
Attorney-in-fact

**CERTIFICATE OF SERVICE**

A copy of this application or a summary notice thereof has been served by first class or priority mail on the following persons:

Chief, Transportation, Energy  
& Agriculture Section  
Antitrust Division  
Department of Justice  
Washington D.C. 20530

Donald L. Pevsner  
1765 East Riviera Drive  
Merritt Island, FL 32952

  
\_\_\_\_\_  
David M. O'Connor

November 10, 1997  
Date Served



**International Air Transport Association**

IATA Centre, Route de l'Aéroport 33  
P.O. Box 416  
CH-1215 Geneva 15 Airport  
Switzerland

28 October 1997

**M E M O R A N D U M**

PTC123 0028

TO: Members Participating in Tariff Coordinating Conferences (SP-0763)

FROM: Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference  
Geneva, 6-9 October 1997  
**TC123 North Atlantic Resolutions**  
Intended Effective Date: 1 March 1998

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Attached are TC123 North Atlantic Resolutions which were adopted at the above meeting for an intended effective date of 1 March 1998.

The filing period for the attached Resolutions ends **19 December 1997**. Members are reminded of their obligations under Resolutions 001 and 006 to advise this office by the end of the filing period whether approval by their Government authorities is required and, if so, to accomplish the necessary filing formalities. The effective date will be declared in accordance with Resolutions 001 and 006, when all the known necessary Government approvals have been received.

Filing formalities with the US and Canadian Governments, as applicable, will be accomplished by IATA.

Jurek Delimata  
Manager, Tariff Affairs and Conferences

RESOLUTIONS FINALLY ADOPTED AT

TC123 NORTH ATLANTIC  
PASSENGER TARIFF COORDINATING CONFERENCE

GENEVA, 6-9 OCTOBER 1997

INTENDED EFFECTIVE DATE: 1 MARCH 1998

Filing Period: 21 November 1997 - 19 December 1997

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002	Revalidating/Amending Resolution	2-4
047m	Intermediate Class Fares	5
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067m	Economy Class Fares	7
071cc	Excursion Fares from South Asian Subcontinent to Canada, Mexico, USA	8-10
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071nn	Excursion Fares from Canada, Mexico, USA to South Asian Subcontinent	13-14
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RESO	TITLE	PAGE
072w	Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, <u>Turkmenistan</u> , Uzbekistan	20-21
073aa	One Way APEX Fares from Pakistan to Canada, USA	22
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078t	PEX Fares from Canada, Mexico, USA to India	31-32
115v	Meeting Competition Canada, USA-Indonesia, Malaysia, Singapore, Thailand, South Asian Subcontinent	2
311n	Excess Baggage Charges to/from Canada	2

**TC123 NORTH ATLANTIC  
SPECIAL APPLICABILITY RESOLUTION**

**PTC123(88)001a**

**New**

<b>Filing Period:</b>	<b>Begins:</b> 21 November 1997	<b>Intended Effectiveness:</b>	1 March 1998
	<b>Ends:</b> 19 December 1997	<b>Expiry:</b>	28 February 1999

**Type: B**

RESOLVED that,

the following Resolutions have been adopted for application between points in TC1 and points in TC3 except South West Pacific

001i	072w
047m	073aa
057m	073bb
067m	073f
071cc	073vv
071f	074mm
071nn	078t
071p	115v
072n	311n

**TC123 NORTH ATLANTIC  
REVALIDATING/AMENDING RESOLUTION**

**PTC123(88)002****New**

<b>Filing Period:</b>	<b>Begins:</b> 21 November 1997	<b>Intended Effectiveness:</b>	1 March 1998
	<b>Ends:</b> 19 December 1997	<b>Expiry:</b>	28 February 1999

**Type: B**

RESOLVED that, for application between points in TC123 North Atlantic sub-area

- 1) the following Resolutions are revalidated

001i  
115v  
311n

- 2) fares Attachments to Resolutions are amended in accordance with the Attachment to this Resolution

## 1 GENERAL CHANGES

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From India to Los Angeles (LAX), San Francisco (SFO), Seattle (SEA), normal fares are despecified
- C) From Pakistan, round trip Normal fares are despecified
- D) From India:
  - 1) normal fares to Vancouver (YVR) are re-established equal to the final level constructed fare India to Seattle (SEA) converted at the 1 October 1997 IROE
  - 2) round trip Normal fares are re-established at 185% of final one way Y1 levels
- E) From South Asian Subcontinent except from Pakistan, weekend levels are established in Special fares at the following differentials over final levels:

Peak season: INR2150; LKR3570; USD60;

Basic season: INR1500; LKR2380; USD40
- F) From Canada, Mexico, USA, weekend Special fare levels are re-established at CAD80/USD60 in Peak, Shoulder seasons, CAD60/USD50 in Basic season over midweek final levels

## 2 GENERAL INCREASES

- A) Eastbound
  - 1) Normal Fares plus 5%
  - 2) Special fares plus 5% except no increase to South East Asia

## B) Westbound

Normal and Special fares plus 5% except as follows:

- a) from Korea plus 7%
- b) from China (excluding Hong Kong SAR) no increase except first and intermediate class fares plus 2%
- c) from Pakistan no increase except fares in Resolution 073aa plus 3%
- d) from Japan, Malaysia, Sri Lanka, Thailand, no increase

## C) For effect 1 July 1998

Normal and Special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

**TC123 NORTH ATLANTIC  
INTERMEDIATE CLASS FARES**

**PTC123(88)047m**

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 047m is revalidated and amended as follows:

1 Paragraph 3) is amended

3) children's fares:

a) ~~except from Japan: the children's fare shall be 67%~~ 75% of the adult fare

b) Exception: ~~from Japan: the children's fare shall be 50%~~ 67% of the adult fare

a) to Japan

b) from Japan, Pakistan

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
FIRST CLASS FARES**

**PTC123(88)057m**

Revalidating and Amending

<b>Filing Period:</b>	<b>Begins:</b> 21 November 1997	<b>Intended Effectiveness:</b>	<b>1 March 1998</b>
	<b>Ends:</b> 19 December 1997	<b>Expiry:</b>	<b>28 February 1999</b>

Type: B

RESOLVED that, Resolution 057m is revalidated and amended as follows:

- 1 Paragraph 2) is amended
  - 2) children's fares: ~~the children's fare shall be 67%~~ 75% of the adult fare  
Exception: 67% of the adult fare
    - a) to Japan
    - b) from Japan, Pakistan
- 2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

TC123 NORTH ATLANTIC  
ECONOMY CLASS FARES

PTC123(88)067m

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 067m is revalidated and amended as follows:

1 Paragraph 3) is amended

3) children's fares: ~~the children's fare shall be 67%~~ 75% of the adult fare, except

a) ~~from Bangladesh, India: 'restricted' fares: 75% of the adult fare~~

b) ~~Exception: from Japan: 50%~~ 67% of the adult fare

a) to Japan

b) from Japan, Pakistan

2 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
EXCURSION FARES  
FROM SOUTH ASIAN SUBCONTINENT  
TO CANADA, MEXICO, USA**

PTC123(88)071cc

Revalidating and Amending

Filing Period: Begins: 21 November 1997 Intended Effectiveness: 1 March 1998  
Ends: 19 December 1997 Expiry: 28 February 1999

Type: B

RESOLVED that, Resolution 071cc is revalidated and amended as follows:

1 Paragraph 6) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak H ~~11~~ 03 Apr - ~~14~~ 20 Sep  
H ~~12~~ 11 Dec - ~~01~~ 31 Jan

Basic L ~~02~~ 01 Feb - ~~10~~ 02 Apr  
L ~~15~~ 21 Sep - ~~11~~ 10 Dec

3) midweek and weekend periods

midweek X: Mon, Tue, Wed, Thu  
weekend W: Fri, Sat, Sun

B) 2) midweek and weekend application: the day of departure on the transatlantic sector in each direction determines the respective midweek and weekend fares

2 Paragraph 7)A) is amended

**7) MINIMUM STAY**

A) 14 days

Exception: when used for incentive groups: 7 days

- 3 Paragraph 11)A) is amended

### 11) STOPOVERS

- A) 1) from Bangladesh, Nepal, Sri Lanka: one permitted in each direction, each at a charge of

LKR	5200	<u>7400</u>
USD	400	<u>125</u>

- 2) ~~Exception~~: from India

- 1) a) one permitted

- 2) b) one additional permitted at a charge of ~~INR3400~~ 3600

- 4 Paragraphs 13)A)1) and 13)A)2) are amended

### 13) TRANSFERS

- A) 1) 2 permitted at ~~points~~ in TC1, South Asian Subcontinent in each direction

- 2) one online permitted ~~online~~ in North America in each direction

- 5 Paragraph 15) is deleted

### 15) ADVERTISING AND SALES

- A) ~~from India limited to TC1, South Asian Subcontinent~~

- 6 Paragraph 19) is added

### 19) REFUND FOR CANCELLATION AND NO-SHOW

- A) 1) before departure: full refund

- 2) after departure: refund the difference between the fare paid and the applicable normal fare for the transportation used less  
INR1800/LKR5200/USD100

- 7 Paragraph 22)A) is amended

**22) TOUR CONDUCTORS' DISCOUNTS**

A) Exception: from India: permitted as per Resolution 204c except

~~Exception~~: if more than one carrier is participating in the transportation then such discount may only be applied with the concurrence of the participating carrier(s)

- 8 Paragraph 25) is deleted

**25) PASSENGER EXPENSES**

A) ~~from India only permitted at the international gateway in India~~

- 9 Paragraph 26)A) is amended

**26) MINIMUM TOUR PRICE**

A) when used for incentive groups: ~~the applicable~~ air fare plus

INR	6200	<u>7200</u>
LKR	<del>10400</del>	<u>11800</u>
USD	200	

for total tour duration

- 10 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
EXCURSION FARES  
BETWEEN CANADA, USA AND PAKISTAN**

PTC123(88)071f

Revalidating and Amending

<b>Filing Period:</b>	<b>Begins:</b> 21 November 1997	<b>Intended Effectiveness:</b>	1 March 1998
	<b>Ends:</b> 19 December 1997	<b>Expiry:</b>	28 February 1999

Type: B

RESOLVED that, Resolution 071f is revalidated and amended as follows:

- 1 Paragraph 4)A)1) is amended

**4) CHILDREN'S AND INFANTS' FARES**

A) 1) children: 75% of applicable adult fare

~~Exemption: from Pakistan: 67% of applicable adult fare~~

- 2 Paragraph 6)A)2)a) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

a) from Canada, USA

Peak	H	<del>13</del> <u>12</u> Jun - <del>14</del> <u>13</u> Sep
	H	<del>12</del> <u>11</u> Dec - <del>11</del> <u>10</u> Jan

Shoulder	K	<del>16</del> <u>15</u> May - <del>12</del> <u>11</u> Jun
	K	<del>15</del> <u>14</u> Sep - <del>11</del> <u>10</u> Dec

Basic	L	<del>12</del> <u>11</u> Jan - <del>15</del> <u>14</u> May
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- 3 Paragraph 11)A) is amended

### 11) STOPOVERS

A) 1) from Canada, USA: one permitted in each direction, each at a charge of

CAD	140	<u>175</u>
USD	100	<u>125</u>

2) ~~Exeeption:~~ from Pakistan

1) a) one permitted

2) b) one additional permitted at a charge of ~~PKR3000~~ 4000

- 4 Paragraphs 13)A)1) and 13)A)2) are amended

### 13) TRANSFERS

A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent in each direction

2) one online permitted ~~online~~ in North America in each direction

- 5 Paragraph 19) is added

### 19) REFUND FOR CANCELLATION AND NO-SHOW

A) 1) before departure

a) from Canada, USA: full refund

b) from Pakistan: refund the fare paid less PKR1000

2) after departure

a) from Canada, USA: refund the difference between the fare paid and the applicable normal fare for the transportation used less CAD140/USD100

b) from Pakistan: refund the difference between the fare paid and the applicable normal fare for the transportation used

- 6 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
EXCURSION FARES  
FROM CANADA MEXICO, USA  
TO SOUTH ASIAN SUBCONTINENT**

PTC123(88)071nn

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 071nn is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak	H	+3 12 Jun - +4 13 Sep
	H	+2 11 Dec - +1 10 Jan

Shoulder	K	+6 15 May - +2 11 Jun
	K	+5 14 Sep - +1 10 De

Basic	L	+2 11 Jan - +5 14 May
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- 2 Paragraph 9)A) is amended

**9) MAXIMUM STAY**

A) 1) to Bangladesh, Nepal, Sri Lanka: 4 months

2) Exception: to India, Pakistan: 6 months

- 3 Paragraphs 13)A)1) and 13)A)2) are amended

**13) TRANSFERS**

A) 1) 2 permitted at ~~points~~ in TC1, South Asian Subcontinent in each direction

2) one online permitted ~~online~~ in North America in each direction

- 4 Paragraph 19) is added

**19) REFUND FOR CANCELLATION AND NO-SHOW**

A) 1) before departure: full refund

2) after departure: refund the difference between the fare paid and the applicable normal fare for the transportation used less CAD140/USD100

- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
EXCURSION FARES  
BETWEEN CANADA, MEXICO, USA  
AND SOUTH EAST ASIA**

PTC123(88)071p

Revalidating and Amending

Filing Period: Begins: 21 November 1997 Intended Effectiveness: 1 March 1998  
Ends: 19 December 1997 Expiry: 28 February 1999

Type: B

RESOLVED that, Resolution 071p is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak H ~~13~~ 12 Jun - ~~14~~ 13 Sep  
H ~~12~~ 11 Dec 10 Jan

Shoulder K ~~16~~ 15 May ~~12~~ 11 Jun  
K ~~15~~ 14 Sep - ~~11~~ 10 Dec

Basic L ~~12~~ 11 Jan - ~~15~~ 14 May

- 2 Paragraphs 11)A)1) and 11)A)2) are amended

**11) STOPOVERS**

A) 1) 2 permitted, each at a charge of

BND	<del>150</del>	<u>190</u>
CAD	<del>140</del>	<u>175</u>
CNY	<del>850</del>	<u>1040</u>
HKD	<del>770</del>	<u>970</u>
MOP	<del>770</del>	<u>1000</u>
MYR	<del>250</del>	<u>350</u>
SGD	<del>150</del>	<u>190</u>
THB	<del>2500</del>	<u>4000</u>
TWD	<del>2600</del>	<u>3600</u>
USD	<del>100</del>	<u>125</u>

2) one additional permitted in Europe at a charge of

BND	150	<u>190</u>
CAD	140	<u>175</u>
CNY	850	<u>1040</u>
HKD	770	<u>970</u>
MOP	770	<u>1000</u>
MYR	250	<u>350</u>
SGD	150	<u>190</u>
THB	2500	<u>4000</u>
TWD	2600	<u>3600</u>
USD	100	<u>125</u>

3 Paragraph 12)A) is amended

#### 12) ROUTING

A) not permitted ~~to/from or~~ via Japan, Korea

4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

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**TC123 NORTH ATLANTIC  
EXCURSION FARES  
FROM INDIA, PAKISTAN TO CANADA, USA**

PTC123(88)072n

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 072n is revalidated and amended as follows:

- 1 Paragraph 1)B) is amended

**1) APPLICATION**

B) Exception: single open jaw: ~~limited to country of unit origin or unit destination~~  
open jaw sector must be in the same country

- 2 Paragraph 4)A)1) is amended

**4) CHILDREN'S AND INFANTS' FARES**

A) 1) children: 75% of applicable adult fare

~~Exception: from Pakistan: 67% of applicable adult fare~~

- 3 Paragraphs 6) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

a) from India

Peak	H	11 03 Apr - 14 20 Sep
	H	12 11 Dec - 01 Feb 31 Jan

Basic	L	02 01 Feb - 10 02 Apr
	L	15 21 Sep - 11 10 Dec

b) from Pakistan

Peak H 01 Jun - 30 Sep  
H 01 Dec - 29 Feb

Basic L 01 Mar - 31 May  
L 01 Oct - 30 Nov

3) from India: midweek and weekend periods

midweek X: Mon, Tue, Wed, Thu

weekend W: Fri, Sat, Sun

B) 2) midweek and weekend application: the day of departure on the transatlantic sector in each direction determines the respective midweek and weekend fares

4 Paragraph 10)A) is amended

#### 10) EXTENSION OF VALIDITY

A) not permitted for medical reasons

5 Paragraph 11)A) is amended

#### 11) STOPOVERS

A) ~~one permitted in each direction~~ between the Indian, Pakistan gateway and the point of turnaround in Canada/, USA: one permitted in each direction

6 Paragraphs 13)A)1) and 13)A)2) are amended

#### 13) TRANSFERS

A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent in each direction

2) one online permitted ~~online~~ in North America in each direction

7 Paragraph 14)A)2)a) is amended

#### 14) CONSTRUCTIONS AND COMBINATIONS

A) 2) a) combinations only permitted with

i) domestic fares within Canada, India, Pakistan, USA and

ii) fares between Canada and USA

- 8 Paragraph 19) is added

**19) REFUND FOR CANCELLATION AND NO-SHOW**

A) 1) before departure

- a) from India: full refund
- b) from Pakistan: refund the fare paid less PKR1000

2) after departure

- a) from India: refund the difference between the fare paid and the applicable normal fare for the transportation used less INR1800
- b) from Pakistan: refund the difference between the fare paid and the applicable normal fare for the transportation used

- 9 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



Resolution : 072w  
Page : 2

- 4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

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**TC123 NORTH ATLANTIC  
ONE WAY APEX FARES  
FROM PAKISTAN TO CANADA, USA**

PTC123(88)073aa

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 073aa is revalidated and amended as follows:

- 1 Paragraphs 4)A)1) is amended

**4) CHILDREN'S AND INFANTS' FARES**

A) 1) children: ~~67%~~ 75% of applicable adult fare

- 2 Paragraph 13)A)1) is amended

**13) TRANSFERS**

A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent

- 3 Paragraph 19) is added

**19) REFUND FOR CANCELLATION AND NO-SHOW**

A) 1) before departure: refund the fare paid less PKR1000

2) after departure: no refund

- 4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
APEX FARES  
FROM CANADA, MEXICO, USA TO INDIA**

PTC123(88)073bb

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 073bb is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak	H	<del>13</del> <u>12</u> Jun - <del>14</del> <u>13</u> Sep
	H	<del>12</del> <u>11</u> Dec - <del>11</del> <u>10</u> Jan

Shoulder	K	<del>16</del> <u>15</u> May - <del>12</del> <u>11</u> Jun
	K	<del>15</del> <u>14</u> Sep - <del>11</del> <u>10</u> Dec

Basic	L	<del>12</del> <u>11</u> Jan - <del>15</del> <u>14</u> May
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- 2 Paragraph 11)A) is amended

**11) STOPOVERS**

A) one permitted in each direction, each at a charge of CAD~~140~~ 175/USD~~100~~ 125

- 3 Paragraphs 13)A)1) and 13)A)2) are amended

**13) TRANSFERS**

A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent in each direction

2) one online permitted ~~online~~ in North America in each direction

- 4 Paragraph 20)A)1) is amended

**20) REBOOKING AND REROUTING**

A) 1) a) before departure

i) before deadline: permitted

ii) after deadline

aa) outbound portion of the pricing unit: not permitted

bb) Exception: inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed

b) after departure

i) outbound portion of the pricing unit: not permitted

ii) Exception: inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed

- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

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**TC123 NORTH ATLANTIC  
ONE WAY APEX FARES  
BETWEEN CANADA AND SOUTH EAST ASIA**

PTC123(88)073f

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 073f is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak	H	43	12 Jun - 44	13 Sep
	H	42	11 Dec - 44	10 Jan

Shoulder	K	46	15 May - 42	11 Jun
	K	45	14 Sep - 44	10 Dec

Basic	L	42	11 Jan - 45	14 May
-------	---	----	-------------	--------

- 2 Paragraph 11)A) is amended

**11) STOPOVERS**

A) one permitted at a charge of

BND	450	<u>190</u>
CAD	440	<u>175</u>
MYR	250	<u>350</u>
SGD	450	<u>190</u>
THB	2500	<u>4000</u>
USD	400	<u>125</u>

- 3 Paragraph 12)A) is amended

**12) ROUTING**

A) not permitted to/from or via Japan, Korea

- 4 Paragraphs 13)A)1) and 13)A)2) are amended

**13) TRANSFERS**

A) 1) 2 permitted at ~~points~~ in TC1, South Asian Subcontinent, South East Asia

2) one online permitted ~~online~~ in North America

- 5 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

**TC123 NORTH ATLANTIC  
APEX FARES  
BETWEEN CANADA, USA AND SOUTH EAST ASIA**

PTC123(88)073vv

Revalidating and Amending

Filing Period: Begins: 21 November 1997    Intended Effectiveness: 1 March 1998  
Ends: 19 December 1997    Expiry: 28 February 1999

Type: B

RESOLVED that, Resolution 073vv is revalidated and amended as follows:

1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A)2) seasonal periods

Peak     H   ~~13~~ 12 Jun - ~~14~~ 13 Sep  
          H   ~~12~~ 11 Dec - ~~11~~ 10 Jan

Shoulder K   ~~16~~ 15 May - ~~12~~ 11 Jun  
          K   ~~15~~ 14 Sep - ~~11~~ 10 Dec

Basic     L   ~~12~~ 11 Jan - ~~15~~ 14 May

2 Paragraph 11)A) is amended

**11) STOPOVERS**

A) one permitted in each direction, each at a charge of

BND	<del>150</del>	<u>190</u>
CAD	<del>140</del>	<u>175</u>
CNY	<del>850</del>	<u>1040</u>
HKD	<del>770</del>	<u>970</u>
MOP	<del>770</del>	<u>1000</u>
MYR	<del>250</del>	<u>350</u>
SGD	<del>150</del>	<u>190</u>
THB	<del>2500</del>	<u>4000</u>
TWD	<del>2600</del>	<u>3600</u>
USD	<del>100</del>	<u>125</u>



**TC123 NORTH ATLANTIC  
PEX FARES  
FROM MEXICO TO PAKISTAN**

PTC123(88)074mm

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 074mm is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak	H	<del>13</del> <u>12</u> Jun - <del>14</del> <u>13</u> Sep
	H	<del>12</del> <u>11</u> Dec - <del>11</del> <u>10</u> Jan

Shoulder	K	<del>16</del> <u>15</u> May - <del>12</del> <u>11</u> Jun
	K	<del>15</del> <u>14</u> Sep - <del>11</del> <u>10</u> Dec

Basic	L	<del>12</del> <u>11</u> Jan - <del>15</del> <u>14</u> May
-------	---	---

- 2 Paragraphs 13)A)1) and 13)A)2) are amended

**13) TRANSFERS**

A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent in each direction

2) one online permitted ~~online~~ in North America in each direction

- 3 Paragraph 20)A)1) is amended

**20) REBOOKING AND REROUTING**

A) 1) a) rebooking:

- i) outbound portion of the pricing unit: not permitted
- ii) inbound portion of the pricing unit: permitted at a charge of USD125 per transaction; such transaction must be made not later than the day of the flight being changed

b) rerouting: not permitted

- 4 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002

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**TC123 NORTH ATLANTIC  
PEX FARES  
FROM CANADA, MEXICO, USA TO INDIA**

PTC123(88)078t

Revalidating and Amending

Filing Period:	Begins: 21 November 1997	Intended Effectiveness:	1 March 1998
	Ends: 19 December 1997	Expiry:	28 February 1999

Type: B

RESOLVED that, Resolution 078t is revalidated and amended as follows:

- 1 Paragraph 6)A)2) is amended

**6) PERIODS OF APPLICATION**

A) 2) seasonal periods

Peak	H	<del>13</del> <u>12</u> Jun - <del>14</del> <u>13</u> Sep
	H	<del>12</del> <u>11</u> Dec - <del>11</del> <u>10</u> Jan

Shoulder	K	<del>16</del> <u>15</u> May - <del>12</del> <u>11</u> Jun
	K	<del>15</del> <u>14</u> Sep - <del>11</del> <u>10</u> Dec

Basic	L	<del>12</del> <u>11</u> Jan - <del>15</del> <u>14</u> May
-------	---	---

- 2 Paragraphs 13)A)1) and 13)A)2) are amended

**13) TRANSFERS**A) 1) 2 permitted ~~at points~~ in TC1, South Asian Subcontinent in each direction2) one online permitted ~~online~~ in North America in each direction

- 3 Paragraph 17)A) is amended

**17) PAYMENT**A) ~~deadline:~~ must be made within 4 days of making reservations

- 4 Paragraph 18)A) is amended

**18) TICKETING**A) ~~deadline:~~ must be made within 4 days of making reservations

5 Paragraph 20)A)1) is amended

**20) REBOOKING AND REROUTING**

A) 1) a) rebooking:

- i) outbound portion of the pricing unit: not permitted
- ii) inbound portion of the pricing unit: permitted at a charge of CAD175/USD125 per transaction; such transaction must be made not later than the day of the flight being changed

b) rerouting: not permitted

6 The Attachment (published separately) is replaced by a new Attachment amended in accordance with Resolution 002



**International Air Transport Association**

IATA Centre, Route de l'Aéroport 33  
P.O. Box 416  
CH-1215 Geneva 15 Airport  
Switzerland

7 November 1997

**M E M O R A N D U M**

PTC123 0031

TO: Members Participating in Tariff Coordinating Conferences

FROM: Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference  
Geneva, 6-9 October 1997  
**TC123 North, Mid, South Atlantic Minutes**

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Attached are the Minutes of the 88th Meeting of Passenger Tariff Coordinating Conference 123 - North, Mid, South Atlantic, which was held in Geneva, 6-9 October 1997, under the Chairmanship of Mr L Heath.

Jurek Delimata  
Manager, Tariff Affairs and Conferences

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## **PASSENGER TARIFF COORDINATING CONFERENCE 123**

### **NORTH, MID, SOUTH ATLANTIC**

**GENEVA, 6-9 OCTOBER 1997**

## **MINUTES**

### **OPENING OF MEETING**

- 1 The Chairman, Mr L Heath, opened the 88th Meeting of Passenger Tariff Coordinating Conference 123 - North, Mid, South Atlantic, at 0930 hours on Monday, 6 October 1997. The Conference had been convened by Memorandum PTC COMP 159, dated 31 January 1997.
- 2 As with all traffic conference meetings, this meeting had immunity from US anti-trust laws on the condition that all agreements were submitted for specific approval by the US authorities. IATA would submit the agreements to the DOT in accordance with this condition. In addition, IATA's Board of Governors had determined that any agreement reached at this meeting must not be put into effect prior to its declaration of effectiveness. This ruling is contained in the Provisions for Conduct of the IATA Traffic Conferences and must be complied with to ensure continued immunity.

### **ATTENDANCE RECORD**

- 3 The Attendance Record is at Attachment 'A'.

### **DETERMINATION OF VOTING MEMBERSHIP**

- 4 The Voting Membership for the area is at Attachment 'B'.

### **EXAMINATION OF CREDENTIALS OF ACCREDITED REPRESENTATIVES AND ALTERNATES**

- 5 The accreditation received by the Secretariat was examined and found to be in accordance with the Provisions for the Conduct of the IATA Traffic Conferences.

## **RELATIONS WITH THE PRESS**

- 6 The Conference was reminded that relations with the press are governed by Resolution 035.

## **STATUS OF AREA**

- 7 The Status of Area is at Attachment 'C'.

## **APPROVAL OF MINUTES OF PREVIOUS MEETINGS**

- 8 The Minutes of the following meeting were approved:

Passenger Tariff Coordinating Conference 123  
North/Mid/South Atlantic  
Geneva, 26 September-4 October 1996  
Memorandum PTC123 0008 dated 5 November 1996

## **AMENDMENTS TO RESOLUTIONS MANUAL**

- 9 Amendments made to the TC123 North, Mid, South Atlantic Resolutions Manual since its issuance in December 1996, were circulated for Members' information.

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## **ITEMS FOR EXPEDITED EFFECT 1 JANUARY 1998**

### **TC123 NORTH, MID, SOUTH ATLANTIC**

#### **RESOLUTION 002q - TC123 NORTH, MID, SOUTH ATLANTIC SPECIAL AMENDING RESOLUTION**

- 10 To be consistent with the action taken at the recent TC23 Europe-South East Asia and TC31 North and Central Pacific Conferences, it was agreed to increase all fares from Malaysia by 4% and from Thailand by 7% to the North, Mid and South Atlantic, effective 1 January 1998. This was actioned by Resolution 002q.
- 11 A further increase of 3% from Malaysia and Thailand effective 1 July 1998 was included in the 1 March 1998 package.

#### **RESOLUTION 015v - ADD-ON AMOUNTS (EXCEPT IN USA)**

##### **Interior Points in China**

- 12 CA withdrew their proposal to add/amend add-on amounts in China to reflect changes in domestic fares as this had been already actioned by a Resolution 015v filing.

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## DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998

### TC123 NORTH ATLANTIC

#### STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT

- 13 To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- 14 Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

#### CHARGES IN RESOLUTIONS

- 15 The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.
- 16 DL proposed to increase stopover charges where possible in North Atlantic Resolutions as the current charges were not consistent with those in other areas.
- 17 Although there was no opposition to increasing the US Dollar amount for stopover charges from USD100 to USD125, AI and PK were not prepared to accept such an increase in local currency charges from India and Pakistan. Discussion resulted amended charges of INR3600 in Resolution 071cc and of PKR4000 in Resolution 071f. Other amended charges proposed by DL were not opposed and were included in the appropriate Resolutions.
- 18 DL also proposed to adjust the Minimum Tour Price in Resolution 071cc to create parity with US Dollar levels. This proposal was agreed and revised amounts of INR7200/LKR11800 were included in the Resolution.

#### India, Pakistan

- 19 UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. They accepted the action taken as a result of the DL proposal and the remainder of their submission was referred to the Mid and South Atlantic discussions.

## **GOVERNMENT ACTION ON IATA PACKAGES**

### **Bangladesh**

- 20 BA questioned the position of the Bangladeshi government on this area. Approval of the IATA package had been historically difficult to achieve and several packages had not been implemented from Bangladesh to the USA and Canada. To this end, BA sought clarification from IATA regarding the current position on the last package and the approval process from Bangladesh.
- 21 The Secretary explained that although the Secretariat currently undertook filings with the government of Bangladesh, they hardly ever received a response. When Tariff Coordination expanded its operations in Asia by opening a regional office in Singapore in November 1997, it was intended that a visit would be made to Biman Bangladesh Airlines and, through their offices, to the Bangladeshi CAA to discuss filing and approval procedures.

### **RESOLUTION 001a - TC123 NORTH ATLANTIC SPECIAL APPLICABILITY RESOLUTION**

- 22 Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 001i, 047m, 057m, 067m, 071cc, 071f, 071nn, 071p, 072n, 072w, 073aa, 073bb, 073f, 073vv, 074mm, 078t, 115v and 311n.

### **RESOLUTION 002 - TC123 NORTH ATLANTIC REVALIDATING/AMENDING RESOLUTION**

- 23 Resolution 002 revalidated Resolutions 001i, 115v and 311n for application between points in the TC123 North Atlantic Subarea.
- 24 The Attachment to Resolution 002 actioned amendments to fares Attachments to Resolutions as developed during the Conference. This is at Attachment 'D' to these Minutes.

## **CHANGES TO THE FARES STRUCTURE**

### **Introduction of Fares between Ashkhabad and TC1**

- 25 LH proposed to introduce fares between Ashkhabad and TC1 at the same levels and conditions as those to/from Ekaterinburg. This was originally opposed by DL NW because of the distance between Ashkhabad and Ekaterinburg and while the proposal was acceptable for normal fares and westbound special fares, it was felt by NW that eastbound special fares would be more appropriately established at the Tashkent levels less USD100 or even USD50.

- 26 However, upon further reflection LH advised their requirement that the original proposal be included in the package. This was actioned for normal fares and for fares under Resolution 072w - Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, Uzbekistan. The application and title of Resolution 072w was amended by the addition of Turkmenistan.

**Despecification of Round Trip Normal Fares - Resolutions 047m, 057m, 067m**

- 27 AC BA UA proposed to despecify round trip normal fares to align with other Conference areas and due to commercial requirements. It was noted that round trip fares under these Resolutions existed from India and from Pakistan. The proposals were supported by DL LH NW but opposed by AI PK.
- 28 It was PK's corporate policy to maintain fares that were specified. They did not experience the consistently strong traffic demand referred to by other carriers and the discount of 7%-10% on a round trip ticket was an added incentive to passengers to purchase a round trip ticket. AI echoed PK's comments and were not in a position to double the one way fares to achieve the round trip at this time.
- 29 Carriers urged AI and PK to reconsider their positions on this issue. It appeared that traffic loads were heavy for some carriers and, to align the structure with that existing in other areas, despecification was a firm requirement of the three proponents. They also noted that this proposal had been made to previous TC123 Conferences without success.
- 30 PK later agreed to despecification of the round trip fares but this was in the context of an overall package in which various issues were linked. If the fares were despecified, then PK would accept no further increases; if they remained specified, PK would accept an increase of 3% in normal and special fares. Round trip normal fares were despecified from Pakistan and the package contained no commercial increases from Pakistan in either normal or special fares.
- 31 AI remained firmly opposed to despecification of round trip fares from India for commercial reasons. However, they were able to consider application of a differentiated increase to one way and round trip levels with a higher increase applied to the one way fares in an endeavour to alleviate the problem for the proponents of despecification. A 5% increase was applied to normal and special fares from India and it was agreed that round trip normal fares would be re-established at 185% of the final one way levels. AC BA DL NW UA recorded their disappointment at the continued specification of the round trip fares from India, yet again, but took consolation from the and re-establishment of the fare levels at 185% of the one way fares. However, AC remained firmly opposed to the continued specification of round trip normal fares from India.
- 32 Carriers expressed their appreciation to AI and especially to PK for the moves they had made to accommodate carriers' requirements. PK made it clear that this action, with the inherent increases, precluded application of any further increase in normal fares or special fares from Pakistan.

- 33 Further discussion is reflected at final voting.

### **Despecification of Fares from India, Pakistan**

- 34 UA proposed to despecify fares from India, Pakistan to Los Angeles, San Francisco, Seattle, Vancouver and to construct the fares by add-on. AI PK were opposed; for PK, it was inconsistent with their Company policy to despecify fares and to construct them by add-on. The proposal would reduce their yields and would result in commercial problems. AI's concern related to the lower fare levels that would result from the despecification and creation of add-ons.
- 35 UA were not in favour of fare reductions and clarified that, in connection with despecification of the points, they would review the add-on tables in order to avoid any decrease in revenue.
- 36 Westbound from Pakistan, only normal fares currently were specified and UA limited their proposal from India to normal fares. AI were not opposed to despecification of normal fares from India to the points proposed by UA and this was included in the package. However, PK maintained their opposition from Pakistan.
- 37 Support for the proposal to despecify normal fares from Pakistan to the West Coast US and Canadian points was recorded by AC BA DL LH NW. Further, AC suggested that fares to Toronto be despecified from India and Pakistan and constructed by add-on over Montreal. This was opposed by AI PK but AC later requested that both Vancouver and Toronto be deleted from the proposal and they would give further consideration to despecification prior to the next Conference. At the time of final voting, DL suggested that fares from Vancouver be re-established at the levels constructed to Seattle. There was no opposition to this proposal.
- 38 The package included despecification of normal fares from India to Los Angeles, San Francisco and Seattle. The proposal was considered defeated insofar as fares from Pakistan were concerned.

### **Establishment of Midweek/Weekend Pricing Differential**

From South Asian Subcontinent to Canada, Mexico, USA

- 39 BA proposed to establish a midweek/weekend pricing differential to all fare types from South Asian Subcontinent to Canada, Mexico and USA. The new weekend levels would reflect a differential of INR2000/GBP50/USD50 or equivalent in local currency above the applicable midweek fares. The midweek fares would be the current levels, increased as proposed by BA. The weekend period was defined as Monday through Thursday and the weekend as Friday through Sunday inclusive.

- 40 A vote on the proposal revealed the support of AC NW UA but it was opposed by AI LH PK. AI's opposition was based on application of a differential for normal fares which were already at a high level but they reserved their position as far as special fares were concerned. LH held a similar position to AI and were firmly opposed to a weekend surcharge for normal fares. While they favoured the surcharge for special fares, they believed it would be impossible to implement in the Indian and Pakistani markets. To this end, LH favoured increases to the base levels. Apart from the fact that PK saw no growth in the current market and no increased demand at weekends, neither they nor their authorities were in favour of fares increases or increased charges. The proposal was defeated in respect of normal fares and in respect of normal and special fares from Pakistan.
- 41 As far as special fares were concerned from the rest of the South Asian Subcontinent, AI were able to accept a weekend differential of USD40 (INR1429) in the basic season and USD60 (INR2143) in the high season but this was opposed by AC DL LH. LH remained sceptical with regard to implementation of the surcharge but, as the national carrier had been able to compromise, LH abstained. AC also abstained on the definition of the weekend as being Friday through Sunday. DL were opposed to the lack of uniformity in the basic season where AI could accept USD40 and not USD50.
- 42 From South Asian Subcontinent, except from Pakistan, the proposal was included in the package as developed except that the Indian Rupee amounts were rounded up to INR1500 basic and INR2150 peak. In addition to the US Dollar amounts of USD40 basic and USD60 peak, weekend differentials of LKR2380 basic and LKR3570 were included.

From India, Pakistan to Canada, Mexico, USA - Resolutions 071f, 071cc, 072n, 073aa

- 43 DL proposed to establish a midweek/weekend structure for the above Resolutions from India, Pakistan to increase revenue on peak days of the week. Their definition of weekend, both eastbound and westbound was Friday through Sunday inclusive. The weekend levels would be established at the final conference agreed seasonal amounts plus USD50/INR1790/PKR2000 for the basic season and USD60/INR2145/PKR2500 for the peak. This was considered dealt with in the context of BA's proposal above.

From Japan - Resolutions 047m, 067m

- 44 NW proposed to introduce midweek/weekend pricing differentials to place a premium on peak travel days and to optimise revenue opportunities. They proposed to establish weekend fare levels at JPY10000 over the new midweek levels and defined weekend days from Japan as Saturday and Sunday and weekend days to Japan as Friday and Saturday.

45 The proposal was opposed by JL LH. JL echoed LH's previous comment concerning application of a surcharge on normal fares which remained valid for this proposal. In addition, JL advised that the increase involved would not be accepted by the Japanese market. A similar proposal made by NW under TC31 Resolutions 046g and 066q had been defeated in that Area and, apart from their other reasons for opposition, JL would not consider the proposal in isolation on the TC123 routes.

46 The proposal was defeated.

From Canada, Mexico, USA to India, Pakistan Resolutions 071f, 071nn, 073bb, 078t

47 DL proposed to realign the midweek/weekend formula to reflect previous relationships prior to application of the fuel increases and to establish consistency to India and Pakistan.

48 They advised that the weekend levels to India and Pakistan would be established by taking the conference agreed seasonal amounts plus the following differentials: from Canada: shoulder/peak CAD80 and basic CAD60; from Mexico, USA: shoulder/peak USD60 and basic USD50. There was no opposition to this proposal which was included in the package.

Between South Asian Subcontinent, South East Asia and Canada, Mexico, USA

49 AC proposed to establish/re-establish weekend levels at USD60, or equivalent in local currency, over the final midweek levels. The proposed periods for Resolutions 071cc and 072n to be the same as those applicable in Resolutions 071p and 073f, i.e. Friday, Saturday and Sunday. AC accepted the Eastbound formula as agreed above of CAD80/60 and USD60/50 for the peak and basic periods and suggested this be converted to local currency for westbound application.

50 AC suggested a formula of USD60/60/50 converted to local currency for the basic, shoulder and peak periods from South East Asia in Resolutions 071p and 073f. LH NW UA reserved their positions on the proposal as it was felt that the levels from South East Asia were already sufficiently high. The weekend surcharges remained at status quo to and from South East Asia.

## **GENERAL CHANGES TO FARES CONDITIONS**

### **CHILDREN'S FARES**

#### **Resolutions 047m, 057m, 067m**

- 51 A BA proposal to increase children's normal fares from 67% to 75% was supported by AC AI DL NW UA but opposed by JL PK. DL JL proposed to amend children's fares from Japan from the current 50% of the applicable adult fare to 67% for intermediate and economy class fares. JL clarified that they required 67% both to and from Japan. PK were unable to accept an increase at this time and required that children's fares from Pakistan remain at 67%. There was no opposition to amending the general rule to 75% with exceptions at 67% to/from Japan and from Pakistan. UA's proposal to increase children's fares under Resolution 067m to 75% was dealt with in the context of the above.

#### **Special Fares**

- 52 AC BA DL UA proposed to increase fares to 75% of the applicable adult fare wherever they were currently lower. This would involve cancelling the exception from Pakistan at 67% in Resolutions 071f and 072n and to increase the fares to 75% as a general rule in Resolution 073aa. The proposals were supported by AI LH NW but opposed by PK. PK had recently increased children's fares from 50% to 67% from Pakistan and were not prepared to further increase them at this time. However, as part of the negotiations at a later stage, PK accepted that children's special fares be increased to 75% and this was actioned in Resolutions 071f, 072n and 073aa.

## **REFUND FOR CANCELLATION AND NO-SHOW**

#### **Normal Fares - Resolutions 047m, 057m, 067m**

- 53 BA proposed to introduce a cancellation and no-show charge of 15% before departure and 25% after departure. This was opposed by AI CA DL JL LH NW PK who generally felt that normal fares must retain their current liberal and flexible conditions. PK clarified that they would be prepared to accept a small penalty before departure for totally unused tickets to cover the carrier's administrative costs. Although carriers were sympathetic towards the proposal, application was considered impractical. The proposal was defeated.

#### **Resolutions 071cc, 071f, 071nn and 072n**

- 54 NW proposed to introduce a cancellation penalty in Paragraph 19) to prevent misuse. Before departure, they proposed a full refund and, after departure, to include a non-refundable amount of USD100. A vote on the proposal was opposed by AI PK. AI did not wish to increase the already-existing administrative charge and PK pointed out that in the Pakistan market it was considered that a passenger had been already penalised by the requirement to pay an additional amount for a one way ticket for their inbound trip.

- 55 The NW proposed text after departure provided for a refund of the difference between the fare paid and the applicable normal fare for the transportation used less USD100 of such difference. The text continued by stating that the non-refundable amount may be used as credit towards payment of any higher applicable fare and that the original non-refundable amount remained non-refundable; the new ticket and any subsequent reissues must be annotated 'NONREF/EXC'. AI were prepared to accept this provision eastbound while PK required certain amendments to be made before they could accept it eastbound or westbound. They required deletion of the reference to the "normal" fare and deletion of the reference to the amount of USD100.
- 56 Deletion of the word "normal" caused concern to AC in that passengers not using the return portion of the excursion fare could use a one way APEX fare instead of the normal economy class fare. DL also pointed out that without reference to the normal fares, a passenger could change from an excursion fare with a validity of four months to one of six months at a cost of USD100 instead of being required to purchase a one way normal fare and they were opposed to this liberalisation.
- 57 A vote on the proposal with deletion of the word "normal" but retention of the USD100 penalty was opposed by AC AI PK. AC continued to maintain that if an excursion fare ticket was issued prior to seven days before departure, then the passenger could claim that they qualified for a one way APEX. UA felt that was an arguable point and that the conditions must be made perfectly clear for front line staff to interpret.
- 58 The proposal, as originally written, was eventually agreed eastbound although deletion of some text was later agreed as reflected under M/--. Discussions continued in an endeavour to find a solution westbound. From India, AI were prepared to accept inclusion of the reference to "normal" but sought deletion of the USD100 penalty. BA DL NW were opposed to this suggestion and BA pointed out that they had a proposal on the agenda for no refund after departure. DL referred to the "no-show" passenger who caused the airline to lose the revenue for a seat and this was another reason why they believed a USD100 penalty to be justifiable.
- 59 Discussions continued at length on the proposal westbound, and AI were prepared to accept a penalty of USD50 from India AC BA DL UA reserved their positions on this proposal pending further development of the westbound package but DL expressed concern that the lesser amount of USD50 in this area could lead to endeavours to reduce the penalty in other areas apart from the problems that would arise in CRSs by having such an exception.
- 60 PK were prepared to accept a penalty of PKR1000 before departure. After departure, they sought deletion of the word "normal" and deletion of the USD100 penalty. This was unacceptable to AC BA DL NW UA. Upon reinstatement of the word "normal" these carriers reserved their positions and PK abstained. The Chairman considered the proposal, as amended, to be agreed noting the five reservations. It was also decided that any text appearing after the monetary amount would be deleted. From the rest of South Asian Subcontinent, the proposal developed for eastbound application would apply.

- 61 In summary, amendments were made to the following Resolutions which were presented to the Conference for voting purposes: Resolutions 071cc, 071f, 071nn and 072n.
- 62 BA had made a proposal under Resolutions 071cc, 071f, 072n and 073aa that a charge be included in the Resolutions before departure of GBP50 or equivalent in local currency. After departure there would be no refund. A vote was taken on the proposal and this revealed the opposition of AI PK. A vote on eastbound application only was opposed by PK.
- 63 The action developed during discussions on the NW proposal, as reflected above, remained unchanged for Resolutions 071cc, 071f and 072n. However, for Resolution 073aa DL appealed to PK to accept a charge of USD50 to cover the administrative cost of the refund procedure. This was unacceptable to PK and a penalty of PKR1000 remained from Pakistan before departure. After departure, as proposed by BA, no refund would be permitted.

## **EASTBOUND FARE LEVELS**

### **Normal Fares from TC1**

- 64 UA required a 10% increase on first class fares, 15% on intermediate class and 5% on economy class except status quo on fares to Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam. Other proposals had been made by LH for a 3% increase and by AC DL for a 5% increase in normal fares. Notwithstanding the diverse requirements, a vote on a 5% increase was not opposed and was included in the package with CA's reservation.

### **Special Fares from TC1**

- 65 Agenda submissions had been received from AC DL UA. AC UA sought a 5% increase, except that UA sought status quo from TC1 to the same points outlined in their proposal for normal fares. To adjust for increased costs, DL required a 3% increase on all fares.
- 66 A vote on a 5% increase was opposed by CA UA. UA believed special fares from TC1 to South East Asia should remain at status quo and CA required status quo to China. A further vote on a 5% increase except status quo to South East Asia was not opposed and this formula was included in the package.

## WESTBOUND FARE LEVELS

### Normal Fares from TC3

- 67 Proposals on the agenda had been made by AC BA DL LH NW UA. AC sought a 15% increase on all fares whereas BA required 15% from Bangladesh, India, Pakistan to Canada and USA. From Sri Lanka to Canada, USA they sought a 10% increase effective 1 June 1998. To adjust for increased costs and demand, DL required a 10% increase from TC3 except from India where they required a 20% increase to correct currency imbalances in the marketplace.
- 68 In view of the limited fuel increases that were implemented from Japan and to be consistent with their proposal in the TC31 Area for Resolutions 046g and 066q, NW required a 5% increase on intermediate and economy class fares from Japan.
- 69 Finally, UA sought a 10% increase on first class fares, 15% on intermediate and 5% on economy class fares except status quo from Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam. At the Conference, UA advised that the percentage increases in their proposal were now inappropriate and they sought a maximum of 5%.
- 70 Expedited increases had been taken to fares from Malaysia and Thailand and it was agreed that a further increase of 3% would be applied on 1 July 1998.
- 71 An initial vote on a 15% increase from TC3 was opposed by AI BA CA JL PK who commented as follows:
- AI could accept a 5% increase from India.
  - BA could accept 15% as a general rule but suggested an exception be made for fares from Bangladesh at 5%. They also suggested that a 10% increase be applied to fares from Sri Lanka effective 1 July 1998 in line with action taken in other Areas.
  - CA were opposed to any increases from China via the AT routing.
  - JL could not accept increases from Japan but supported up to 10% increase from other points.
  - PK were opposed to increases from Pakistan.
- 72 There was no opposition to status quo from Japan or to a 5% increase from Bangladesh. A 3% increase from Malaysia, Thailand and a 10% increase from Sri Lanka were included in the package effective 1 July 1998.

- 73 A vote on a 5% increase from India was opposed by AC BA DL UA who felt that a 10% increase should apply in view of the fact that only 5% of the 10% fuel increase from India had been approved.
- 74 From China and Hong Kong SAR, CA required status quo. UA pointed out that normal fares from Hong Kong SAR were 5%-6% below those from other points in China (Beijing, Shanghai) and they requested that Hong Kong SAR take the same increase as other points in South East Asia. This was acceptable to CA and fares from Hong Kong SAR were included in the package with a 5% increase and from China fares remained at status quo. LH's reservation was noted.
- 75 Because the levels from Korea were 5%-9% below those from Hong Kong SAR, UA suggested another 2% increase be applied from Korea. To this end, a 7% increase was included from Korea.
- 76 Status quo from Pakistan was opposed by AC BA DL LH UA. DL pointed out that the eastbound one way fares were higher than the westbound round trip fares. In view of rising costs, carriers were unable to accept status quo from Pakistan. PK appreciated the need to improve yields and to cover increased costs but they believed that increases would serve only to exacerbate their currently depressed market situation.
- 77 In conjunction with the proposal to despecify normal round trip fares from India and Pakistan, PK advised that either the fares could be despecified or increased; if the round trip fares were despecified then they would not accept further increases to normal fares from Pakistan. The package was developed on this basis.
- From India, AI were unable to accept despecification and the package was developed to reflect a 5% increase from India with re-establishment of normal round trip fares at 185% of the one way levels.
- 78 The package was developed as outlined above although further discussion and amendment took place at final voting.

### **Special Fares from TC3**

- 79 Proposals on the agenda had been received from AC BA DL LH UA. To adjust for increased costs, DL required a 6% increase on all fares except from India. From India, to correct currency imbalances in the marketplace, they required a 15% increase in fare levels.
- 80 AC required a 10% increase while BA sought to increase all fares from Bangladesh, India, Pakistan to Canada, USA by 12%. From Sri Lanka to Canada, USA they required a 10% increase on all fares effective 1 June 1998.
- 81 LH UA required a 5% increase except that UA required status quo from Brunei, China, Indonesia, Japan, Korea, Macau, Malaysia, Myanmar, Philippines, Singapore, Taiwan, Thailand and Vietnam.

- 82 Discussion on special fares from TC3 followed the same pattern as for normal fares and an identical formula was included in the package for special fares as for normal fares.

### **PERIODS OF APPLICATION**

- 83 For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. Proposals to amend the seasonal periods are reflected below.

#### **Eastbound**

**Resolutions 071f, 071nn, 071p, 072w, 073bb, 073f, 073vv, 074mm, 078t**

- 84 NW had a proposal on the agenda to amend slightly the periods of application of the above Resolutions for eastbound originating travel and this was agreed.

#### **Westbound**

#### **Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1**

- 85 AC proposed to introduce a shoulder season in special fares from Bangladesh, India and Pakistan to TC1 with levels established at the mid point between the basic and peak season fares. The proposal was opposed by AI LH PK.
- 86 AI had considered the proposal since its submission to the last Conference but they remained opposed to the introduction of a shoulder season at this time. From Pakistan the high season prevailed for seven months and, under the AC proposal, some of the high season became the new shoulder and PK saw this as dilution of revenue. LH suggested that the current peak season levels apply all year. However, the proposal was not pursued further and was ruled defeated.
- 87 NW proposed to amend the periods of application of Resolutions 071cc, 071f, 071p, 072n, 072w, 073aa, 073f and 073vv for westbound originating travel and the outcome is reflected below.

#### **Resolution 071cc, 072n**

- 88 The peak period proposed by NW of 10 April-13 September and 11 December-31 January and BA suggested that this be expanded by seven days on all sides, i.e. 3 April-20 September and 4 December-7 February. The period of 3 April-20 September was acceptable to AI but they favoured the NW dates for the winter peak of 11 December-31 January.

- 89 As amended, the seasonal periods were opposed by BA UA who required the winter peak to commence on 4 December (BA) and to end on 7 February (UA). However, AI favoured the seasonal periods as amended and these were included in Resolution 071cc and in Resolution 072n from India.

Resolutions 071f, 072n, 073aa

- 90 PK preferred to maintain the seasonal periods from Pakistan at status quo as these were well known in their market - starting at the beginning of the month and finishing at the end of the month. NW accepted PK's requirement and the NW proposal in respect of Resolutions 071f, 072n and 073aa was defeated from Pakistan.

Resolutions 071p, 072w, 073f, 073vv

- 91 Revised seasonal periods for westbound originating traffic were agreed as proposed by NW for Resolutions 071p, 072w, 073f, 073vv.

#### **RESOLUTION 071cc - EXCURSION FARES FROM SOUTH ASIAN SUBCONTINENT TO CANADA, MEXICO, USA**

##### **Stopovers**

- 92 BA proposed to delete the exception from India under this clause which permitted one free stopover and one additional, currently at a charge of INR3100. This was defeated by the opposition of AI.

##### **Transfers**

- 93 BA proposed to amend Paragraph (A)3) which provided for two transfers in TC2 in each direction, to reflect one in TC2 in each direction. The proposal was opposed by AC DL NW UA who required the current provisions to remain in order to properly serve the market. The proposal was defeated.

##### **Agents' Discounts**

- 94 Paragraph 21) of the Resolution currently permitted agents' discounts from India. BA proposed to cancel this exception but the proposal was defeated by the opposition of AI.

##### **Passenger Expenses**

- 95 Currently from India, passenger expenses were only permitted at the international gateway in India. In order to permit carriers the freedom to not provide this service if not economically sensible, BA DL proposed to delete Paragraph 25) of the Resolution. Support for the BA DL proposals was recorded by AC LH NW UA.

- 96 AI wished to retain the clause and pointed out that the terms of governing Composite Resolution 102 - Passenger Expenses En Route were permissive rather than mandatory and therefore carriers could choose whether or not to absorb the passenger expenses. However, in view of the large amount of support for the proposal, AI abstained and Paragraph 25) was deleted from Resolution 071cc.

## **RESOLUTION 071f - EXCURSION FARES BETWEEN CANADA, USA AND PAKISTAN**

### **Stopovers**

- 97 BA proposed to delete the exception from Pakistan which permitted one free stopover and one additional, currently at a charge of PKR3000. The proposal was defeated by the opposition of PK

### **Agents' Discounts**

- 98 Paragraph 21) of the Resolution currently permitted agents' discounts from Pakistan. BA proposed to cancel this exception but the proposal was defeated by the opposition of PK.

## **RESOLUTION 073aa - ONE WAY APEX FARES FROM PAKISTAN TO CANADA, USA**

### **Cancellation of Resolution**

- 99 AC proposed to cancel Resolution 073aa from Pakistan to Canada, USA. BA UA also proposed to cancel the Resolution because the fares diluted the full economy class revenue for one way traffic. DL JL LH NW supported cancellation of this facility.
- 100 PK wished to retain the fares which were used in their market and which bridged the gap between the excursion fares and the one way economy class fares.
- 101 AC remained firmly opposed to retention of the Resolution which they had endeavoured to cancel for some time as they did not wish to interline at these fares. Conversely, PK remained firmly opposed to cancellation of the Resolution.
- 102 PK reminded the meeting of the many compromises they had made on issues to accommodate carriers' requirements. This was acknowledged by Members who expressed their appreciation to PK for their flexibility. However, cancellation of Resolution 073aa remained a firm requirement of the proponents.
- 103 The Chairman had no option but to defeat the proposals of AC BA UA and to include Resolution 073aa in the package. Further discussion on this issue is reflected at final voting.

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## **DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998**

### **TC123 MID ATLANTIC**

#### **STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT**

- 104 To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- 105 Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

#### **CHARGES IN RESOLUTIONS**

- 106 The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.

#### **India, Pakistan**

- 107 UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. As a result of this proposal, the stopover charges in Resolution 071x were increased from INR2300/PKR2200 to INR2700/PKR3000 with the concurrence of AI PK.

#### **RESOLUTION 001a - TC123 MID ATLANTIC SPECIAL APPLICABILITY RESOLUTION**

- 108 Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 047n, 057n, 067n and 071x.

#### **RESOLUTION 002 - TC123 MID ATLANTIC REVALIDATING/AMENDING RESOLUTION**

- 109 Resolution 002 provided for amendments to fares Attachments to Resolutions for application between points in the TC123 Mid Atlantic sub-area. This is at Attachment 'D' to these Minutes.

## **CHANGES TO THE FARES STRUCTURE**

### **Introduction of Fares between Ashkhabad and TC1**

- 110 LH proposed to introduce fares between Ashkhabad and TC1 at the same levels and conditions as those to/from Ekaterinburg. RG reserved their position pending resolution of other issues but the proposal was included in the package.

### **Despecification of Round Trip Normal Fares - Resolutions 047n, 057n, 067n**

- 111 As a consequence of the action taken in TC123 North Atlantic, round trip normal fares were despecified from Pakistan. From India round trip normal fares were re-established at 185% of the final one way levels. Discussion is reflected under the North Atlantic section of these Minutes.

## **GENERAL CHANGES TO FARES CONDITIONS**

### **CHILDREN'S FARES**

#### **Normal Fares**

- 112 DL JL proposed to amend children's fares from Japan from 50% to 67% of the applicable adult fare for intermediate and economy class fares in Resolutions 047n and 067n. There was no opposition to this proposal. BA proposed to increase children's fares to 75% of the applicable adult fare. Opposition to 75% was expressed by JL PK RG. JL required that an exception both from and to Japan be included at 67%. PK required that children's fares from Pakistan remain at 67% while RG sought an exception to and from Bolivia, Peru at 67%. Resolutions 047n, 057n and 067n were amended to reflect a general rule of 75% with exceptions to/from Bolivia, Japan, Peru and from Pakistan at 67%.

#### **Special Fares**

- 113 It was noted that all TC123 Mid Atlantic Resolutions currently provided for children's fares at 75% of the applicable adult fare except in Resolution 071x where there was an exception from Pakistan at 67%. BA DL proposed to delete this exception. RG were initially opposed but later abstained on deletion of the exception from Pakistan.

## **NORMAL AND SPECIAL FARE LEVELS**

### **Eastbound from TC1**

#### **Normal Fares**

- 114 RG proposed to increase first and intermediate class fares by 2% from South America. Based on requirements by LH UA, it was eventually agreed that a 5% increase would apply on normal fares from the Mid Atlantic, except from Bolivia and Peru where 2% would apply on first and intermediate class fares. At the suggestion of AR, the exception applied to first, intermediate and economy class fares. RG's abstention was recorded on the formula. CA also abstained on their requirement for status quo to China.

#### **Special Fares**

- 115 RG required that special fares remain status quo from South America but clarified that their requirement was from Bolivia and Peru. Following the normal fares formula, special fares from the Mid Atlantic were increased by 5% except from Bolivia and Peru where status quo was maintained. The remainder of special fares were increased by 5%

### **Westbound from TC3**

#### **Normal and Special Fares**

- 116 RG proposed to increase first and intermediate class fares by 2% to South America except to Bolivia and Peru where they required status quo. They later abstained on a 2% increase on normal fares to Bolivia and Peru. A 2% increase was included in the package for both normal and special fares from TC3 with exceptions as outlined below.
- 117 The same formula as developed on the North Atlantic was included in the package from Bangladesh (+5%), and, for effect 1 July 1998, from Malaysia, Thailand (+3%) and from Sri Lanka (+10%).
- 118 CA's requirement for status quo from China was included in the package although a 2% increase on first class and intermediate class fares from China was added at final voting. JL's requirement for status quo from Japan was agreed. Similarly, a 5% increase was included in the package from India but, at the request of RG, an exception was made on normal fares to Bolivia and Peru of 2% and status quo was maintained to Bolivia and Peru on special fares. Status quo was included from Pakistan.
- 119 LH UA reserved their position on the package and further discussion is reflected at final voting.

## **PERIODS OF APPLICATION**

- 120 For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. There were no proposals on the agenda to amend the seasonal periods.

### **Westbound**

#### **Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1**

##### **Resolution 071x**

- 121 AC withdrew their proposal to introduce a shoulder season in Resolution 071x from Bangladesh, India and Pakistan to TC1.

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## **DEVELOPMENT OF PACKAGE FOR EFFECT 1 MARCH 1998**

### **TC123 SOUTH ATLANTIC**

#### **STANDARDISATION OF NORMAL AND SPECIAL FARES RESOLUTION TEXT**

- 122 To achieve greater consistency and standardisation, the Secretariat proposed to make certain editorial amendments. Following a review by the Conference, these amendments were included in the appropriate normal fares Resolutions. The proposed amendments to special fares were similarly reviewed and actioned in the appropriate Resolutions where agreed.
- 123 Discussion took place on the text of Paragraph 14)a)2)a) where it was proposed to amend the word "within" to "in", e.g. combinations only permitted with fares in TC1, etc. Carriers felt that it was not clear whether the emphasis was placed on the combinations or the fares. The amendment was not actioned and the Conference requested that the problem be referred to the Resolution Advisory Panel for solution.

## **CHARGES IN RESOLUTIONS**

- 124 The charges in the text of the TC123 North Mid and South Atlantic Resolutions were circulated to the Conference for information purposes.

### **India, Pakistan**

- 125 UA proposed to increase all Indian and Pakistani Rupee charges to be on a par with US Dollar equivalents. As a result of this proposal, the stopover charges in Resolution 071v were increased from INR2300/PKR2200 to INR2700/PKR3000 with the concurrence of AI PK.

- 126 Additionally, in Resolution 078v the Refund for Cancellation and No-Show penalties were increased from INR3100/PKR3000 to INR3600/PKR4000 and the Rebooking and Rerouting charges from INR2300/PKR2200 to INR2700/PKR3000.

## **GLOBAL ROUTINGS**

- 127 Resolutions in the TC123 South Atlantic Subarea contained fare levels for travel via more than one global routing. For clarity, the Secretariat had amended the titles of all Resolutions in this Subarea to reflect the routings for which levels appear in the fares tables. As agreed in other Conference areas, the Application provisions under Paragraph 1) of special fares Resolutions were similarly amended and these amendments were reflected in the appropriate Resolutions.

### **RESOLUTION 001a - TC123 SOUTH ATLANTIC SPECIAL APPLICABILITY RESOLUTION**

- 128 Resolution 001a listed the Resolutions that had been adopted for application between points in TC1 and points in TC3 except South West Pacific. These were Resolutions 047o, 047s, 057o, 057s, 067o, 067s, 071v, 072yy, 078v, 078yy and 115b.

### **RESOLUTION 002 - TC123 SOUTH ATLANTIC REVALIDATING/AMENDING RESOLUTION**

- 129 Resolution 002 revalidated Resolution 115b for application between points in the TC123 South Atlantic Subarea.
- 130 The Attachment to Resolution 002 actioned amendments to fares Attachments to Resolutions as developed during the Conference. This is at Attachment 'D' to these Minutes.

## **CHANGES TO FARES STRUCTURE**

### **Introduction of Fares between Ashkhabad and TC1**

- 131 LH proposed to introduce fares between Ashkhabad (ASB) and TC1 at the same levels and conditions as to/from Ekaterinburg (SVX). The Chairman noted RG's reservation pending resolution of other issues and included the proposal in the package.

### **Despecification of Round Trip Normal Fares - Resolutions 047o, 047s, 057o, 057s, 067o, 067s**

- 132 As a consequence of the action taken in TC123 North Atlantic, round trip normal fares were despecified from Pakistan. From India round trip normal fares were re-established at 185% of the final one way levels. Discussion is reflected under the North Atlantic section of these Minutes.

## **GENERAL CHANGES TO FARES CONDITIONS**

### **CHILDREN'S FARES**

#### **Normal Fares**

- 133 JL proposed to amend children's fares from Japan from the current 50% of the adult fare to 67% of the adult fare for intermediate and economy class fares in Resolutions 047o, 067o and this was actioned by deletion of the current exception.
- 134 BA's proposal that all children's fares be amended to reflect 75% of the applicable adult fare, was defeated by the opposition of AR JL PK RG.
- 135 DL withdrew their proposal to delete the exception from Brazil at 50% in Resolutions 047o, 047s, 057o, 057s, 067o and 067s.

#### **Special Fares**

- 136 BA DL proposed that all special fares Resolutions be amended to provide a 75% fare for children where currently lower. This involved deletion of exceptions from Brazil and Pakistan in Resolutions 071v and 078v and an increase from 67% to 75% for all points in Resolutions 072yy and 078yy.
- 137 Resolutions 071v and 078v were amended by the deletion of the exception at 67% from Pakistan, with the concurrence of PK. The exception from Brazil at 67% remained.
- 138 The Chairman took a vote on increasing children's fares to 75% of the applicable adult fare in Resolutions 072yy and 078yy except from Brazil where the percentage would remain at 67%. This proposal was defeated by the opposition of RG.

## **NEW PROPOSALS**

### **SA/AT Routings/Fares**

- 139 CA informed Members that they would commence direct operations on a code-sharing between China and Brazil via Frankfurt in 1998. Compared with the SA fares, the current AT fares were unacceptable to the market and they believed that this opportunity should be taken to decrease the Atlantic fares to make them more realistic in the marketplace and to reduce the gap between PA and AT fares. CA proposed to apply SA fare levels on the AT routing and to eliminate the SA routing. They added that the Atlantic routing was more convenient compared with the Pacific routing and while it had shorter mileage and convenient transfers, the fare levels were illogical. RG supported the CA proposal.

- 140 An initial vote on the proposal was opposed by JL LH. While JL were prepared to abstain on the proposal to/from China, they maintained their opposition when it was clarified that CA wished the proposal to be considered on an Areawide basis. LH were firmly opposed to any reductions in the fare levels on the AT routes and advised that status quo on special fares would be the maximum compromise they could consider.
- 141 As the discussions progressed, other carriers expressed concern at the implications inherent in the proposal. NW were hesitant to compare fare levels between different routings because of the different products, stopover possibilities, local economies and other conditions that prevailed on the various routes.
- 142 It was confirmed that for intermediate class from Rio de Janeiro to Beijing the differential between AT and SA fares was 20%; from Beijing to Rio de Janeiro it was 14%. However, there was no consistent pattern for differentials that existed from other South East Asian points - for example, fares from Hong Kong SAR and Bangkok via AT were the same as, or very close to, the SA levels.
- 143 CA maintained the firm requirement to reduce the AT fares and LH remained equally firmly opposed. LH suggested that consideration be given to the relationship between SA/AT fares from Beijing and from Hong Kong SAR where the AT levels from Beijing were much higher than those from Hong Kong SAR. UA believed that the Hong Kong SAR levels should be increased rather than the Beijing levels decreased. NW shared this view and, while they appreciated CA's problem, they did not believe that a solution could be achieved in one step to a situation that had evolved over a period of years due to the different levels of increases applied to fares from Hong Kong SAR and fares from Beijing.
- 144 It became apparent that a consensus on the solution proposed by CA would not be forthcoming due to carriers' firm opposition and the Chairman ruled the proposal defeated. During discussions on fare levels, however, action was taken to alleviate the situation by reducing normal fares from China (excluding Hong Kong SAR) via AT by 5% and special fares via AT by 10%; a 2% increase was applied to normal and special fares from China via SA. From Hong Kong SAR normal and special fares via AT were increased by 5% and via SA by 2%.
- 145 Further discussion is reflected at final voting.

#### **Establishment of Fares via SA Routing**

- 146 RG proposed to establish normal and special fare levels via the SA routing from South Atlantic points to points in South Asian Subcontinent and Japan, Korea and supplied proposed levels to the Conference. RG did not operate to the points proposed but could participate in the traffic on an interline basis. They received many requests for fare calculations from passengers who wished to extend their journeys in order to visit the points proposed. Currently, systems were unable to calculate the fares via SA as they existed only via AT.

- 147 A vote on the proposal to points in the South Asian Subcontinent was opposed by BA JL LH NW UA; to Japan, Korea it was opposed by BA JL LH. Carriers outlined their reasons for opposition as follows:

- JL were against the concept of establishing a lower fare with the global indicator SA. For Japan, Korea, if a routing and mileage were established via Johannesburg, this would have a greater maximum permitted mileage than via AT and would result in dilution of revenue.
- BA shared the view expressed by JL. They had not favoured this routing from the outset and it was expanding on routes which were not operated. To the South Asian Subcontinent, this would mean a reduction in intermediate class and excursion fares by approximately 20%.
- UA were opposed to the inherent reductions on a routing which offered attractive stopover points. They did not believe such a proposal was necessary at this time.
- LH supported the comments made by the previous speakers. Had been opposed to the introduction of the SA routing two years ago as they had feared application would spread. They would not accept this proposal.
- NW believed this proposal would result in dilution of intermediate class traffic. They also believed that the proposal could result in an attempt to subsequently reduce fares via AT.

- 148 RG did not seek fare reductions; there was high demand for these fares in the South Atlantic market and they wished to offer their passengers the possibility to use them. The main reason for the proposal was to introduce the concept in order to provide fare quotations. AR supported the proposal and advised that the resultant reduction in fare levels would be minimal. PK supported the proposal and concurred with RG routes with shorter operated mileages should have cheaper fares available.

- 149 Discussions were unable to progress the issue further and it became apparent that the proposal would be unsuccessful. Carriers maintained their opposition and the Chairman ruled the proposal defeated.

## **NORMAL AND SPECIAL FARE LEVELS**

### **Eastbound from TC1**

#### **Normal and Special Fares**

- 150 RG proposed to increase first and intermediate class fares by 2% from South America. This was included in the package following the abstention of CA. LH reserved their position as they had required a 3% increase in normal fares. Special fares remained at status quo.

### Westbound from TC3

#### Normal and Special Fares

- 151 RG proposed to increase first and intermediate class fares by 2% to South America. LH proposed 5%. An initial vote on the exception on 1 July 1998 for fares from Malaysia and Thailand at 3% revealed the opposition of AR RG and AR clarified that as they operated to Kuala Lumpur they did not wish to have different increases from Malaysia. However, this was eventually included in the package for normal and special fares.
- 152 A vote on a 2% increase on first and intermediate class fares (except from Malaysia and Thailand) revealed the opposition of CA JL LH UA.
- 153 CA were prepared to accept moderate increases in SA fares to and from China but not on AT fares where they had a proposal on the agenda for decreases. Further discussion resulted in a proposal by CA to reduce normal fares from Beijing via AT by 5% and special fares by 15%. LH were prepared to compromise on a decrease of up to 10% in special fares because of the distorted relationship between fares from Beijing and from Hong Kong SAR, provided SA fares were increased and fares from Hong Kong SAR were also increased.
- 154 A vote was taken on a 5% decrease in normal fares from Beijing and a 10% decrease in special fares via AT; this was coupled with a 2% increase in all fares via SA. From Hong Kong SAR a 2% increase would apply on all fares. This vote was opposed by BA DL JL LH NW. JL stated that fares from countries surrounding Japan were lower than those from Japan and they did not favour decreases in the fare levels; however, they were prepared to abstain on the vote. BA reserved their position on the resultant levels while DL were opposed to the decreases and would have preferred that the Hong Kong SAR levels be increased. NW did not believe that reducing the AT fares was the right approach because similar action had not been taken on the North Atlantic routes; imbalances would be caused and the overall problem would remain. LH believed higher increases could be applied via SA.
- 155 The vote was amended to reflect a 5% increase from Hong Kong SAR and from China via SA. This was opposed by AR RG. While AR could accept a 5% increase on AT routings from Hong Kong SAR they did not believe it was justified via SA. RG could abstain on a maximum of 2% increase from Hong Kong SAR via SA.
- 156 LH suggested that a 5% increase apply from China via SA on normal fares and that special fares remain at status quo. This was opposed by AR RG. LH then advised that they would abstain on a 2% increase from China via SA and the following vote was put to the Conference:

from China via AT normal fares reduced by 5%;  
 from China via AT special fares reduced by 10%;  
 from China via SA normal and special fares increased by 2%;

from Hong Kong SAR via AT normal and special fares increased by 5%;  
from Hong Kong SAR via SA normal and special fares increased by 2%.

- 157 BA reserved their position on this proposal and LH abstained. DL could accept the formula to Brazil but saw no justification to reduce fares to the rest of South America. However, limitation to Brazil was unacceptable to AR CA RG. Although DL were strongly opposed to the proposal they eventually abstained because of its importance to CA. Therefore, the proposal as outlined above was included in the package. Further discussion took place at final voting.
- 158 Turning to the rest of TC3, JL required status quo from Japan. UA required that whatever formula was agreed for North Atlantic routes as far as Pakistan was concerned, equally apply on the Mid and South Atlantic routes. This was supported by PK. The package reflected status quo from Japan and Pakistan.
- 159 LH UA continued to require a 5% increase in normal fares and would accept status quo on special fares but although this was supported by AI BA DL NW it was opposed by RG. A compromise amount of 4% on normal fares was suggested and this was included in the package, noting the reservations of LH RG. Finally, a 5% increase was agreed from India and Bangladesh on normal and special fares. Normal round trip fares from India were re-established at 185% of the one way fares and normal round trip fares were despecified from Pakistan. As agreed in other areas, a 10% increase was included from Sri Lanka for effect 1 July 1998, in addition to 3% from Malaysia and Thailand.

## **PERIODS OF APPLICATION**

- 160 For Members' information, the Secretariat had circulated the periods of application currently applicable on the TC123 North, Mid and South Atlantic routes. Proposals to amend the seasonal periods are reflected below.

### **Eastbound/Westbound**

#### **Resolution 072yy**

- 161 RG proposed to amend the current seasonal periods to shorten the peak and to extend the basic seasons. The exceptions to the seasonal periods from India and from Pakistan remained unchanged. As slightly amended by RG, the revised seasonal periods were included in the package.

### **Westbound**

#### **Introduction of Shoulder Season from Bangladesh, India and Pakistan to TC1**

- 162 AC withdrew their proposal to introduce a shoulder season in special fares from Bangladesh, India and Pakistan to TC1.

## **RESOLUTION 072yy - EXCURSION FARES BETWEEN SOUTH ATLANTIC AND SOUTH EAST ASIA VIA SA**

### **Maximum Stay**

- 163 The current maximum stay of three months was insufficient as far as RG were concerned and they required an extension to six months. This was coupled with their previously mentioned proposal to amend the seasonal periods.
- 164 LH reserved their position on the proposal based on their concern that different conditions were being established for different routings. However, the Resolution was amended to reflect a maximum stay of six months. Further discussion is reflected at final voting.

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### **FINAL VOTING - FOR EXPEDITED EFFECT 1 JANUARY 1998**

- 165 The following Resolution for expedited effect 1 January 1998 was presented to the Conference for voting:

Resolution 002q - TC123 North, Mid, South Atlantic Special Amending Resolution

- 166 There was no opposition and Resolution 002q was adopted.

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### **FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998**

#### **TC123 NORTH ATLANTIC**

- 167 The Chairman's Package as developed during the Conference for the TC123 North Atlantic sub-area comprised the following Resolutions:

Resolution 001a	Special Applicability Resolution
Resolution 001i	General Escape Resolution
Resolution 002	Revalidating/Amending Resolution
Resolution 047m	Intermediate Class Fares
Resolution 057m	First Class Fares
Resolution 067m	Economy Class Fares
Resolution 071cc	Excursion Fares from South Asian Subcontinent to Canada, Mexico, USA
Resolution 071f	Excursion Fares between Canada, USA and Pakistan
Resolution 071nn	Excursion Fares from Canada, Mexico, USA to South Asian Subcontinent
Resolution 071p	Excursion Fares between Canada, Mexico, USA and South East Asia
Resolution 072n	Excursion Fares from India, Pakistan to Canada, USA

Resolution 072w	Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, Turkmenistan, Uzbekistan
Resolution 073aa	One Way APEX Fares from Pakistan to Canada, USA
Resolution 073bb	APEX Fares from Canada, USA to India
Resolution 073f	One Way APEX Fares between Canada and South East Asia
Resolution 073vv	APEX Fares between Canada, USA and South East Asia
Resolution 074mm	PEX Fares from Mexico to India, Pakistan
Resolution 078o	PEX Fares from USA to India
Resolution 078t	PEX Fares from Canada, Mexico, USA to India
Resolution 115v	Meeting Competition Canada, USA-Indonesia, Malaysia, Singapore, Thailand, South Asian Subcontinent
Resolution 311n	Excess Baggage Charges to/from Canada

### Voting Record

168 The Chairman took a vote on the package and the voting record was established as follows:

No support for the package was recorded.

Abstentions on the package were recorded by AR CA JL NW PK.

Opposition to the package was recorded by AC BA DL LH UA.

169 Reasons for opposition were given as follows:

AC required that normal round trip fares be despecified from India as they had been from Pakistan;

required cancellation of one way APEX fares from Pakistan under Resolution 073aa.

BA abstained because they had not achieved complete satisfaction on their proposal to introduce a midweek-weekend pricing differential although they thanked AI for the endeavours they had made to compromise on this;

also abstained on the incomplete despecification of round trip fares although this was an issue about which they felt most strongly. BA thanked PK for their co-operation in this respect and thanked AI for their movement to re-establish the round trip levels at 185% of the one way fares;

were opposed to the defeat of their proposal with regard to charges for refund for cancellation and no-show but this had been superseded by NW's proposal. Although they had hoped for stronger action they would abstain on this issue;

were opposed to inclusion in the package of one way APEX fares under Resolution 073aa from Pakistan, particularly given the position of PK with regard to no increases on normal fares. BA suggested a 5% increase be applied to fares under Resolution 073aa.

DL required cancellation of Resolution 073aa - One Way APEX Fares from Canada, USA to Pakistan.

were opposed to continued specification of normal fares from Pakistan to Los Angeles, San Francisco and Seattle; they also favoured increasing the Vancouver levels to the constructed levels for Seattle in order that a parity between fares from India and Pakistan was maintained.

were disappointed at the low increases from India and lack of increases from Pakistan but could abstain;

abstained on inclusion in the package of round trip normal fares from India;

LH maintained a reservation on the 7% increase applied to special fares from Korea which was higher than the increase to normal fares but later abstained;

were opposed to status quo in fares from China;

were opposed to an exception at 67% for children's normal fares eastbound *from TC1 to Japan*;

could not accept continuation of Resolution 073aa from Pakistan.

UA were opposed to inclusion in the package of one way APEX fares under Resolution 073aa from Pakistan;

required despecification of fares from Pakistan to the US West Coast as had been undertaken from India;

had abstained on the winter peak period from India which they believed was too short;

sought despecification of round trip normal fares from India but could abstain on this issue.

## Discussion on and Removal of Negative Votes

### Normal Fare Levels from China

- 170 LH sought a 2% increase in normal fares from China in view of the general increase from TC3 of 5%. CA were opposed to this proposal and also to the LH suggestion that the increase apply only to intermediate class fares. However, they were prepared to accept an increase of 2% on first and intermediate class fares from China but this was conditional upon the South Atlantic package remaining as developed.
- 171 The Chairman included a 2% increase in the package on normal first and intermediate class fares from China (excluding Hong Kong SAR).

### Children's Normal Fares

- 172 LH were opposed to the exception at 67% for children's fares to Japan and found this requirement to be unreasonable towards other carriers. JL appreciated the comments of LH. However, they had increased their children's fares to 67% of the adult fare this year and were unable to accept any further amendments whatsoever at this time - such as cancellation of the exception to Japan. They would apprise their authorities of the situation in this regard.
- 173 LH remained dissatisfied that amendments could not be made to the Resolutions and that these could then be presented to governments to demonstrate carriers requirements. However, LH abstained on this issue.

### Cancellation of Resolution 073aa

- 174 AC BA DL LH UA sought cancellation of Resolution 073aa - One Way APEX Fares from Pakistan to Canada, USA. PK recalled the many compromises that they had made during the Conference and advised that Resolution 073aa must remain as part of the structure.
- 175 BA had suggested that the fares be increased by 5%. PK reiterated that they could accept an increase to all fare types - not to Resolution 073aa in isolation - provided that the round trip normal fares remained specified. However, if carriers wished to maintain despecification of the round trip normal fares in the package, then PK could accept no further increases.
- 176 AC recalled DL's suggestion during the Conference that the conditions be amended to reflect an all-year seasonality at the peak season fare level. This was unacceptable to PK because of the added complexity it would create to the standard seasonality which applied from Pakistan. In addition, the peak period prevailed for seven months of the year and the basic season during a five months period of low traffic demand. It would be during these five months that the fares would increase by 10% if all-year levels applied.

- 177 Carriers were extremely concerned at the continuation of these fares which diverted traffic from the normal economy class fares and, from the standpoint of revenue control, were difficult for carriers to control in their systems.
- 178 In an endeavour to progress the Conference and to enable carriers to abstain, PK suggested that fares under Resolution 073aa be increased by 3%. BA DL LH UA thanked PK for their co-operation, once again, and were able to abstain on this item. However, AC remained in a negative position.
- 179 As far as AC were concerned, they did not wish to interline at this fare and required that they be excluded from the conditions and fares attached to Resolution 073aa. The problem was related to the reservations booking designator, but they would be unable to accept these fares until such time as they had control of the sub-classes sold through interline sales. It was established that the exclusion required by AC, coupled with a 3% increase in the fare levels of Resolution 073aa, would be unacceptable to AI BA DL PK. UA believed that this was not an issue to be voted on as it was already the option of every carrier to opt out if they wished.
- 180 AC were not prepared to accept a blackout of the fares to Canada during the peak period. It was then suggested that the fares apply at the peak level all year but this was now similarly unacceptable to AC.
- 181 Upon reverting to this issue at a later stage, AC withdrew their requirement to be excluded from application of the fares and conditions of Resolution 073aa. It was agreed that the seasonality would be retained from Pakistan but that the fare levels would be increased by 3%. AC BA DL UA abstained on this issue. AC hoped that PK would be able to submit a proposal to the next Conference for cancellation of Resolution 073aa.

**Despecification of Normal Fares from Pakistan to US West Coast points**  
**One Way Normal Fare Levels from Pakistan**

- 182 DL expressed their concern that by leaving the fares specified from Pakistan to US West Coast points, carriers would not have the benefit of increases in add-ons and it would be in PK's best interests to accept despecification. However, PK remained opposed to despecification.
- 183 UA were opposed to continued specification of normal fares from Pakistan to Los Angeles, San Francisco, Seattle and Vancouver; in order to abstain they would require a 10% increase in the one way normal fare levels.
- 184 The issue was finally resolved by application of a 5% increase on first class and intermediate class fares from Pakistan to Los Angeles, San Francisco, Seattle and Vancouver. The abstentions of DL UA were recorded.

## Status of Package

185 There remained no opposition to the TC123 North Atlantic package.

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## FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998

### TC123 MID ATLANTIC

186 The Chairman's Package as developed during the Conference for the TC123 Mid Atlantic sub-areas comprised the following Resolutions:

Resolution 001a	Special Applicability Resolution
Resolution 002	Revalidating/Amending Resolution
Resolution 047n	Intermediate Class Fares
Resolution 057n	First Class Fares
Resolution 067n	Economy Class Fares
Resolution 071x	Excursion Fares between Mid Atlantic and Korea, South Asian Subcontinent, South East Asia

### Voting Record

187 The Chairman took a vote on the package and the voting record was established as follows:

AR recorded their support for the package.

Abstentions on the package were recorded by AI BA CA DL JL NW PK.

Opposition to the package was recorded by LH RG UA.

- LH      were opposed to the 2% westbound general increase as they had required 5%; were dissatisfied with status quo on fares from China and with the exception at 2% made to the increase from India to Bolivia and Peru;
- were opposed to the exception at 67% to the 75% general rule for children's normal fares to Bolivia, Japan and Peru but could abstain on this issue.
- RG      did not believe there was sufficient reason to justify establishment of fares to/from Ashkhabad at the Ekaterinburg levels but would abstain on this issue;
- UA      abstained on the continued specification of round trip normal fares from India;
- were opposed to the increases from India being limited to 2% on normal fares to Bolivia, Peru and no increase from India to Bolivia, Peru on special fares; they saw no reason for the increases from India to be different from those agreed for the North and South Atlantic routes.

## Discussion on and Removal of Negative Votes

### Westbound Normal Fare Levels

From China (excluding Hong Kong SAR)

- 188 The Chairman took a vote on a 2% increase on normal fares from China. CA RG were opposed. CA advised that they could abstain on a 2% increase in first class and intermediate class fares. Based on CA's comment, RG did not wish to remain in isolated opposition and similarly abstained. The package was amended to reflect a 2% increase in first class and intermediate class fares from China (excluding Hong Kong SAR).

From India

- 189 The Chairman took a vote on a 5% increase in normal fares from India with no exceptions. RG were opposed to this action but abstained. In thanking RG for their movement in respect of the fare levels LH UA abstained on the package.

### Status of Package

- 190 There remained no opposition to the TC123 Mid Atlantic package.

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## FINAL VOTING - PACKAGE FOR EFFECT 1 MARCH 1998

### TC123 SOUTH ATLANTIC

- 191 The Chairman's Package as developed during the Conference for the TC123 South Atlantic sub-areas comprised the following Resolutions:

Resolution 001a	Special Applicability Resolution
Resolution 002	Revalidating/Amending Resolution
Resolution 047o	Intermediate Class Fares via AT
Resolution 047s	Intermediate Class Fares via SA
Resolution 057o	First Class Fares via AT
Resolution 057s	First Class Fares via SA
Resolution 067o	Economy Class Fares via AT
Resolution 067s	Economy Class Fares via SA
Resolution 071v	Excursion Fares between South Atlantic and Korea, South Asian Subcontinent, South East Asia via AT
Resolution 072yy	Excursion Fares between South Atlantic and South East Asia via SA
Resolution 078v	PEX Fares between South Atlantic and Korea, South Asian Subcontinent, South East Asia via AT
Resolution 078yy	PEX Fares between South Atlantic and South East Asia via SA

Resolution 115b

Meeting Competition  
Brazil-Hong Kong SAR, Thailand**Voting Record**

192 The Chairman took a vote on the package and the voting record was established as follows:

No support was recorded for the package.

Abstentions on the package were recorded by AI AR CA JL NW PK.

Opposition to the package was recorded by BA DL LH RG UA.

**Abstention**

193 NW abstained on the reduction of fares from China via AT as they did not believe this action addressed the core of the structural problem.

**Opposition**

194 The opposing carriers commented as follows:

BA were concerned at the reduction in fares from China via the AT routing and because the increase in fares via SA had been limited to 2%. However, they reserved their position pending an opportunity to check the levels;

had endeavoured to understand the position of CA and RG but had considerable difficulty with the extension of validity of the SA excursion fares from three to six months under Resolution 072yy while the validity remained at three months for the excursion fares via the AT routes in Resolution 071v. They sought at least equality via the two routings.

DL appreciated the movement made by carriers to increase children's fares but the exceptions from Brazil remained. They hoped that RG would be able to take a different position on this issue in future;

were opposed to the reduction of AT fares on the South Atlantic routes which would impact on other routes; they would very reluctantly abstain on this issue from China. They were now experiencing the destructive effects of the reluctant decision they had made two years ago to introduce the fares and they would not be similarly accommodating at future conferences;

if the package remained as developed without any further changes, they would abstain.

LH were opposed to a 4% general increase westbound and saw no reason why 5% should not be included in the package;

were opposed to the exception from Brazil at 50% for children's fares, particularly on the AT routing. They foresaw problems with the lack of a uniform approach with the TC31 Area and required that RG forego this exception for the AT routes;

were opposed to increasing the maximum validity to six months in Resolution 072yy excursion fares via the SA route. They did not favour the SA routing and did not seek any liberalisation of conditions as this would only widen the differential between the AT and SA fares.

RG did not believe there was sufficient reason to justify establishment of fares to/from Ashkhabad at the Ekaterinburg levels but would abstain on this issue;

were opposed to the increase of 2% from China in normal and special fares via SA and the imbalance in fares between China and Hong Kong SAR; they could accept a 2% increase only from Hong Kong SAR via SA.

were opposed to the general westbound increase of 4%; in order to render the package acceptable they required that this be amended to 2%.

UA were very disappointed at the position of RG regarding their requirement for the continued and unique exception from Brazil for children's fares at 50% of the applicable adult fare. However, as they had not submitted a specific proposal on this issue they would abstain;

regretted that round trip normal fares had not been despecified from India but, in view of the move made by AI to re-establish round trip fares at 185% of the one way levels, UA were able to abstain.

## **Discussion on and Removal of Negative Votes**

### **Children's Fares**

- 195 LH believed that the exception at 50% for children's normal fares from Brazil should at least be amended to 67%, thus indicating this requirement to government authorities. This concerned Resolutions 047o, 047s, 057o, 057s, 067o and 067s. RG advised that although they had taken this action at the TC31 North and Central Pacific Conference, they were not prepared to amend the children's fares on the South Atlantic routes. While they would re-evaluate the situation prior to the next Conference they were firmly opposed to any change at this time. The exception at 50% remained from Brazil although this issue was the subject of further voting as reflected below under Further Development of TC123 South Atlantic Package.

### **Maximum Stay - Resolutions 071v, 072yy**

- 196 LH did not favour the SA routing and could not accept further liberalisation of the applicable Resolutions. To this end, they were opposed to extension of the maximum validity of Resolution 072yy from three months to six months. They felt that Resolutions 071v and 072yy should be treated in a similar manner although they did not consider extension of the maximum validity under AT Resolution 071v was necessarily the correct course to follow.
- 197 The Chairman took a vote to reinstate a maximum validity of three months in Resolution 072yy. This was opposed by AR RG. The Chairman suggested a maximum validity of four months be included in Resolution 072yy and AR abstained on this. RG also could abstain provided that the general increase westbound was reduced to 2% and provided that no further changes were made to the package. Further discussion is reflected below.

### **Further Development of TC123 South Atlantic Package**

- 198 The Chairman endeavoured to develop an acceptable package and took a series of votes as follows:

Resolution 072yy - maximum stay of four months;  
 From China - no change to the package;  
 From the rest of the area westbound, 2% instead of 4% general increase;  
 Children's normal fares from Brazil re-established at 67% of the adult fare;  
 Fares established to/from Ashkhabad at levels to be agreed.

Opposition: BA DL LH RG UA.

Resolutions 071v and 072yy - maximum stay of four months;  
 From China via SA: normal fares 2% increase, special fares status quo;  
 From the rest of the area westbound, 3% instead of 4% general increase;  
 Children's normal fares from Brazil remaining at 50% of the adult fare;  
 Fares established to/from Ashkhabad at levels to be agreed.

Opposition: DL LH NW. Abstention: RG.

- 199 Further extensive discussions resulted in RG furnishing to the Conference their requirements and items they could accept as follows:

From China via SA normal intermediate and economy class fares increased by 2%;  
 From China via SA normal first class fares status quo;  
 From China via SA special fares status quo;  
 From the rest of the area westbound, 4% increase on first and intermediate class and 2% on economy class fares.  
 Resolutions 071v and 072yy - maximum stay of six months.  
 Fares established to/from Ashkhabad at levels and conditions applicable to/from Ekaterinburg.

- 200 It was pointed out that by reducing normal fares via AT from China and by maintaining first class fares at status quo via SA from China, first class fares via AT would become lower than the first class fares via SA from China. The above package was amended to reflect status quo on first class fares from China via AT and SA.
- 201 BA DL LH NW were opposed to this package. BA believed that the Conference was now taking retrograde steps but they abstained on the package. LH shared this view and similarly abstained.
- 202 NW's prime concern was with China and they expressed their disappointment that the Conference was losing an opportunity to correct a structural problem by tying the issue to fare levels and they referred specifically to application of status quo to special fares via SA from China. They believed that the Conference was, once again, taking erroneous action on SA fares but they too abstained at this stage.
- 203 DL could accept status quo on first class fares from China but were dissatisfied with 2% increase from the rest of the Area in economy class fares which were not price sensitive. In addition, DL did not wish to widen the differential between the economy and intermediate class fares which would dissuade passengers from selecting intermediate class travel over economy class. They also felt that the structure would become distorted and they appealed to RG to reconsider the relationships and to change their position.
- 204 Against their better judgement, RG advised that that they would accept a 4% westbound increase on first, intermediate and economy class fares. DL abstained on the package.

#### **Status of Package**

- 205 There remained no opposition to the TC123 South Atlantic package.

#### **ADOPTION OF PACKAGES**

- 206 The Chairman declared the packages adopted in respect of TC123 North Atlantic, TC123 Mid Atlantic and TC123 South Atlantic.

**SUMMARY OF AGREEMENT TO/FROM USA/US TERRITORIES**  
**DESCRIPTION OF AGREEMENT EXCEPT TO/FROM USA/US TERRITORIES**

- 207 The Summary of Agreement for TC123 North Atlantic is at Attachment 'G'. The Description of Agreement for TC123 Mid Atlantic is at Attachment 'H' and for TC123 South Atlantic is at Attachment 'I'.

**VOTE OF THANKS**

- 208 On behalf of the Conference, Mr Frank Wright (DL) thanked the Chairman and Secretariat for their good work. He also thanked fellow delegates for their co-operation and for the sacrifices they had made during the Conference. He was heartened by the new positions taken by many delegates in this historically contentious area and believed that this was a very positive sign for the future.
- 209 Mr Marcelo de Lima Nascimento (RG) echoed Mr Wright's comments and wished to add his thanks to delegates for the consideration they had shown to Varig's requirements. There were difficult and sometimes heated discussions in the conference room where delegates must protect their airline's interests with professionalism. After the conference sessions, on a personal level, Mr Nascimento considered that the respect and friendship which endured among delegates was invaluable.

**CLOSE OF MEETING**

- 210 The TC123 Conference via the North, Mid and South Atlantic, was adjourned at 1720 hours on Thursday, 9 October 1997.

**ATTENDANCE RECORD**

**PTC123 - North, Mid, South Atlantic**  
**Geneva, 6-9 October 1997**

**Chairman: L Heath**

COMPANY	REPRESENTATIVE	TELEX
Aerolinas Argentinas	A. GALLO	BUEDBAR
Air Canada	J. PARE	YULQRAC
Air China International	A. ZHUANG W. SHAN	PEKLECA PEKLECA
Air-India	A. ALMEIDA	BOMQTAI
British Airways p.l.c.	J. CRINALL	LHRQTBA
Delta Air Lines Inc.	F. WRIGHT L. FATTORUSSO	ATLRQDL ATLIYDL
Deutsche Lufthansa A.G.	B. AHLERS	QLHM5LH
Japan Airlines Co. Ltd.	S. KAGAMIYAMA	TYOQTJL
Northwest Airlines Inc.	N. YAMANOUCHI	AMSRWNW
Pakistan International Airlines Corp. (PIA)	M. KHAN S. SIBTAIN	KHISFPK KHIQFPK
United Airlines	M. ASHWORTH	HDQIPUA
VARIG S.A. (Viacao Aerea Rio-Grandense)	M. de L. NASCIMENTO	RIOQTRG

**IATA SECRETARIAT**

NAME	TITLE	TELEX
J. DELIMATA	Manager, Tariff Affairs and Conferences	GVAQTXB
S. KO	Manager, Tariff Affairs and Conferences	GVAQTXB
M. GOGGIN	Officer, Tariff Affairs and Conferences	GVAQTXB
L. LOWE	Supervisor, Tariff Affairs and Conferences	GVAQTXB

# IATA TARIFF COORDINATING CONFERENCES - PASSENGER VOTING MEMBERSHIP BY AREA AND SUB-AREA

02-Sep-97

8 TARIFF CONFERENCE 1/2/3

- ◆ AEROLINEAS ARGENTINAS
- ◆ AIR CANADA
- ◆ AIR CHINA INTERNATIONAL CORP
- ◆ AIR FRANCE
- ◆ AIR NEW ZEALAND LTD.
- ◆ AIR NIUGINI
- ◆ AIR-INDIA
- ◆ ARIANA AFGHAN AIRLINES CO. LTD.
- ◆ BRITISH AIRWAYS P.L.C.
- ◆ CANADIAN AIRLINES INTERNATIONAL LTD.
- ◆ DELTA AIRLINES INC
- ◆ DEUTSCHE LUFTHANSA A.G.
- ◆ FINNAIR OY
- ◆ IBERIA. LINEAS AEREAS DE ESPANA S.A.
- ◆ JAPAN AIR LINES CO.LTD.
- ◆ KLM ROYAL DUTCH AIRLINES
- ◆ NORTHWEST AIRLINES INC.
- ◆ PAKISTAN INTERNATIONAL AIRLINES CORP.
- ◆ QANTAS AIRWAYS LTD.
- ◆ ROMANIAN AIR TRANSPORT S.A (TAROM)
- ◆ SAUDI ARABIAN AIRLINES
- ◆ SCANDINAVIAN AIRLINES SYSTEM (SAS)
- ◆ SOUTH AFRICAN AIRWAYS
- ◆ SWISS AIR TRANSPORT CO. LTD. (SWISSAIR)
- ◆ UNITED AIRLINES
- ◆ VARIG S.A.(VIACAO AEREA RIO-GRANDENSE)
- ◆ VENEZOLANA INTERNACIONAL DE AVIACION S.A.(VIASA)

TOTAL AREA MEMBERS:

27

8A N. ATL - S. ASIAN SUBCONT SUB-AREA

- AIR CANADA
- AIR-INDIA

# IATA TARIFF COORDINATING CONFERENCES - PASSENGER VOTING MEMBERSHIP BY AREA AND SUB-AREA

02-Sep-97

Area/Sub-area 8A  
(Continued)

DELTA AIRLINES INC.  
NORTHWEST AIRLINES INC.  
PAKISTAN INTERNATIONAL AIRLINES CORP.  
UNITED AIRLINES

TOTAL SUB-AREA MEMBERS: 6

8B N. ATL - S.E. ASIA SUB-AREA

NORTHWEST AIRLINES INC.  
UNITED AIRLINES

TOTAL SUB-AREA MEMBERS: 2

8J S. ATL - S.E. ASIA SUB-AREA

AEROLINEAS ARGENTINAS  
VARIG S.A.(VIACAO AEREA RIO-GRANDENSE)

TOTAL SUB-AREA MEMBERS: 2

41

## KEY TO NOTES:

- \* VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (III) OF THE PROVISIONS
- ◆ VOTING MEMBER UNDER SECTION II SUBPARAGRAPH 6 (IV) OF THE PROVISIONS
- VOTING MEMBER UNDER ADDENDUM NO. 3 OF THE PROVISIONS

**TC123 North/Mid/South Atlantic  
Status of Passenger Agreements  
(as at 26 August 1997)**

**Fares Period 1 Mar 97 - 28 Feb 98:**

Area/Sub-Area	Status	Effective Date		Expiry Date	Government Action (see Notes)
		Intended	Actual		
TC123 North Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Malaysia Pakistan USA
TC123 Mid Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Colombia Malaysia Pakistan USA
TC123 South Atlantic except: to/from South West Pacific	Closed	1 Mar 97	13 Mar 97 see Notes	28 Feb 98	Malaysia Pakistan USA
Mail Vote 836	Closed	1 Mar 97	13 Mar 97	28 Feb 98	USA

**Explanation of Notes**

- TC123 North Atlantic: Declared effective 13 Mar 97 except from India. In accordance with Resolutions 005i and 049d: selling date 1 Apr 97, except 19 Jul 97 from Canada  
Declared effective 1 Apr 97 from India
- TC123 Mid Atlantic: Declared effective 13 Mar 97 except from Colombia, India  
Declared effective 1 Apr 97 from India  
Declared effective 2 May 97 from Colombia
- TC123 South Atlantic: Declared effective 13 Mar 97 except from Argentina, Brazil, India and Uruguay  
Declared effective 1 Apr 97 from Argentina and India  
Declared effective 7 Apr 97 from Brazil  
Declared effective 1 Aug 97 from Uruguay

**Government Action**

- Malaysia Approved, to be implemented for tickets issued on/after 15 Jun 97 for travel on/after 15 Jun 97
- Pakistan Increases in fares pending
- Hong Kong Approval pending

**TC123 North/Mid/South Atlantic  
Status of Passenger Agreements  
(as at 26 August 1997)**

**Government Action (Continued)**

- United States      Approved TC123 Mid/South Atlantic in Docket OST 96-1931 and Mail Vote 836 in Docket OST 96-1961 subject, where applicable to conditions previously imposed  
Approved TC123 North Atlantic in Order 97-3-5 provided that:
- a) normal economy fares for US-TC3 direct service markets filed by each IATA carrier in tariffs with the Department pursuant to these resolutions shall not exceed the regulatory ceilings at the time of filing, and
  - b) each IATA carrier submits, at the time of filing and for comparative purposes, its SFFL base fares, proposed direct-service normal economy fares, and the percentages by which its proposed direct-service normal economy fares differ from the SFFL base levels for each market for which it files revised direct-service normal economy fares

**Filing Formalities**

IATA files agreements (consisting of Minutes, Resolutions and fares tables) with the authorities of Canada, UK and the USA and with the German government only in respect of within Europe and USA-Europe agreements. For those other countries where a TC member is based, and if a filing is required by its government, it is assumed that the national carrier(s) of that country will submit that filing on behalf of all TC members. IATA submits agreements on behalf of TC members to the authorities in Bangladesh, Bahrain, Bermuda, Bolivia, Cayman Islands, Ecuador, Hong Kong SAR, Malaysia, Maldives, Oman, Peru, Philippines, Qatar, Rwanda, Singapore, Sri Lanka, Seychelles, Uganda, United Arab Emirates, Venezuela, Viet Nam.

It is the responsibility of each Member to determine if the approval of its government is necessary before an agreement can be declared effective. Today the governments of Argentina, Brazil, Cameroon, Colombia, India, Italy, Japan, Kenya, Korea, New Zealand, Nigeria, UK, Uruguay, Venezuela have made it known that their specific approval is required on agreements involving their country and the USA's approval is required for all agreements. At the end of a filing period, unless notified to the contrary, we assume all other governments have approved the agreement.

Agreements are declared effective based upon the information provided to us directly from the governments we have filed with, from TC members and by other carriers. This status document reflects that information provided to us by these sources.

## **CHANGES TO FARE LEVELS - TC123 NORTH ATLANTIC - AS ADOPTED**

### **1 GENERAL CHANGES**

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From India to Los Angeles (LAX), San Francisco (SFO), Seattle (SEA), normal fares are despecified
- C) From Pakistan, round trip Normal fares are despecified
- D) From India:
  - 1) normal fares to Vancouver (YVR) are re-established equal to the final level constructed fare India to Seattle (SEA) converted at the 1 October 1997 IROE
  - 2) round trip Normal fares are re-established at 185% of final one way Y1 levels
- E) From South Asian Subcontinent except from Pakistan, weekend levels are established in special fares at the following differentials over final levels:
 

Peak season: INR2150; LKR3570; USD60  
Basic season: INR1500; LKR2380; USD40
- F) From Canada, Mexico, USA, weekend Special fare levels are re-established at CAD80/USD60 in Peak, Shoulder seasons, CAD60/USD50 in Basic season over midweek final levels

### **2 GENERAL INCREASES**

- A) Eastbound
  - 1) Normal Fares plus 5%
  - 2) Special fares plus 5% except no increase to South East Asia

- B) Westbound

Normal and Special fares plus 5% except as follows:

- a) from Korea plus 7%
- b) from China (excluding Hong Kong SAR) first and intermediate class fares plus 2%

- c) from Pakistan fares in Resolution 073aa plus 3%
- d) from Japan, Malaysia, Sri Lanka, Thailand, no increase

C) For effect 1 July 1998

Normal and Special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

**CHANGES TO FARE LEVELS - TC123 MID ATLANTIC - AS ADOPTED****1 GENERAL CHANGES**

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From Pakistan, round trip normal fares are despecified
- C) From India, round trip normal fares are re-established at 185% of final one way levels

**2 GENERAL INCREASES****A) Eastbound**

- 1) Normal fares plus 5%, except from Bolivia, Peru plus 2%
- 2) Special fares plus 5% except no increase from Bolivia, Peru

**B) Westbound**

Normal fares plus 5%, special fares plus 2% (except to Bolivia, Peru no increase on special fares) except as follows:

- 1) from China (excluding Hong Kong SAR) first and intermediate class fares plus 2%
- 2) from Japan, Malaysia, Pakistan, Sri Lanka, Thailand, no increase
- 3) from India:
  - a) normal fares plus 5%
  - b) special fares plus 5% except to Bolivia, Peru no increase
- 4) from Bangladesh normal and special fares plus 5%

**C) For effect 1 July 1998**

Normal and special fares increased as follows:

- 1) from Malaysia, Thailand plus 3%
- 2) from Sri Lanka plus 10%

**CHANGES TO FARE LEVELS - TC123 SOUTH ATLANTIC - AS ADOPTED****1 GENERAL CHANGES**

- A) Fares are established to/from Ashkhabad (ASB) at levels and conditions applicable to/from Ekaterinburg (SVX)
- B) From Pakistan, round trip normal fares are despecified
- C) From India, round trip normal fares are re-established at 185% of final one way levels
- D) From China (excluding Hong Kong SAR):
  - 1) Intermediate and normal economy class fares via AT are reduced by 5%
  - 2) Special fares via AT are reduced by 10%
  - 3) Intermediate and normal economy class fares via SA are increased by 2%
- E) From Hong Kong SAR:
  - 1) Normal and special fares via AT are increased by 5%
  - 2) Normal and special fares via SA are increased by 2%

**2 GENERAL INCREASES**

- A) Eastbound
  - First and intermediate class plus 2%
- B) Westbound
  - Normal fares plus 4% except as follows:
    - 1) from India, Bangladesh normal and special fares plus 5%
    - 2) from China, Hong Kong SAR, Japan, Malaysia, Pakistan, Sri Lanka, Thailand, no increase
- C) For effect 1 July 1998
  - Normal and special fares increased as follows:
    - 1) from Malaysia, Thailand plus 3%
    - 2) from Sri Lanka plus 10%

**SUMMARY OF AGREEMENT****TC123 NORTH ATLANTIC  
(USA/US Territories)****Effective 1 March 1998**

The TC123 North, Mid, South Atlantic Passenger Conference met 6-9 October 1997 in Geneva to develop an agreement with an intended effect of 1 March 1998. The following is a summary of changes adopted including those affecting travel to/from USA/US Territories.

There are editorial changes made for consistency and clarity and minor changes to seasonal dates to take account of days of the week.

**Structure**

Fares are specified to/from Ashkhabad in Turkmenistan at the levels and conditions applicable to/from Ekaterinburg in Russia

From India to Los Angeles, San Francisco, Seattle fares are despecified, being constructed instead using add-on amounts.

From India, normal round trip fares are re-established at 185% of the one way levels, resulting in an increase of approximately 2%

Weekend differentials of USD60 in the peak season, USD40 in basic season, were introduced on special fares from South Asian Subcontinent, except from Pakistan.

Specified round trip normal fares are cancelled from Pakistan resulting in an increase of approximately 10-11% in applicable round trip fares.

Children's normal fares are amended to 75% of the adult fare except to/from Japan, from Pakistan where the fare will be 67%. Children's special fares are standardised at 75%.

**Fares levels****Eastbound**

Normal fares are increased 5%. Special fares are increased 5% except no increase to South East Asia.

## Westbound

For effect 1 March 1998:

Fares are increased 5% with the following exceptions:

from Korea 7%  
 from Pakistan one way APEX fares are increased 3%, first class and intermediate class  
 fares to Los Angeles, San Francisco, Seattle Vancouver are increased 5%  
 from Japan, Malaysia, Sri Lanka, Thailand no increase

For effect 1 July 1998

Fares from Malaysia, Thailand increased 3%  
 Fares from Sri Lanka increased 10%

### Conditions

A cancellation penalty of USD100 or equivalent is introduced on special fares to/from South Asian Subcontinent

Stopover charges are amended from approximately USD100 or equivalent to USD125 or equivalent at current rates of exchange.

SFFL ADJUSTMENT FACTOR: 1.3355

ORDER: 97-9-32 Dated: 25 SEP 97

MARKET: US - SOUTH ASIAN SUBCONTINENT

REGULATORY CEILING: 5%(IN), 10% (PK)

CTRY CODE	FROM	TO	MEMBER CODE	MEMBER CURR	IATA CURR	
IN	NYC	BOM	AI/NW	1405	1624	962
IN	NYC	DEL	AI/UA	1405	1624	900 1.
PK	NYC	ISB	PK	1624	1624	900 132.
PK	NYC	KHI	PK	1544	1544	885 1300

**DESCRIPTION OF OF AGREEMENT****TC123 MID ATLANTIC  
(excluding USA/US Territories)****Effective 1 March 1998**

Editorial amendments introducing standardised wording in the text of Resolutions for this Sub-Area are shown in each Resolution.

Market-related, individual changes to fares and conditions such as amendments to seasonal periods, charges and validity were made. Additional points were specified.

Increases ranging between 2% and 10% were taken in selected markets

Children's fares were standardised at 75% of the applicable adult fare with some exceptions remaining at 67%.

**DESCRIPTION OF OF AGREEMENT****TC123 SOUTH ATLANTIC  
(excluding USA/US Territories)****Effective 1 March 1998**

Editorial amendments introducing standardised wording in the text of Resolutions for this Sub-Area are shown in each Resolution.

Market-related, individual changes to fares and conditions such as amendments to seasonal periods, charges and validity were made. Additional points were specified.

Eastbound first and intermediate class fares were increased 2%. Westbound fares took increases in selected markets ranging between 2% and 10%.

From P.R. China ( excluding Hong Kong SAR) AT intermediate and normal economy fares were reduced by 5%, AT special fares were reduced by 10%. (*AT fares are for routings other than via Central, Southern Africa or Indian Ocean Islands*)

Except from Brazil which remains at 50%, children's normal fares were standardised at 67% of the applicable adult fare.



**International Air Transport Association**

IATA Centre, Route de l'Aéroport 33  
P.O. Box 416  
CH-1215 Geneva 15 Airport  
Switzerland

31 October 1997

**M E M O R A N D U M**

PTC123 Fares 0013

TO: Members Participating in Tariff Coordinating Conferences (SP-0774)

FROM: Director, Tariff Affairs and Conferences

SUBJECT: TC123 Passenger Tariff Coordinating Conference  
Geneva, 6-9 October 1997  
**TC123 North Atlantic Specified Fares Tables**  
Intended Effective Date: 1 March 1998

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Attached are the TC123 North Atlantic Specified Fares Tables which were adopted at the above meeting for an intended effective date of 1 March 1998. These Tables are the Attachments to the Resolutions circulated by Memorandum PTC123 0028, dated 28 October 1997.

The filing period for the attached Fares Tables ends on **19 December 1997**. Members are requested to file these Fares Tables with their Government Authorities wherever necessary. Filing formalities with the Canadian and US Governments, as applicable, will be accomplished by IATA.

For Members' information these Fares Tables will replace those issued under Memorandum PTC123 Fares 0001, dated 25 October 1996.

Roger Osterbery  
Assistant Director  
Tariff Affairs and Conferences



## SPECIFIED PASSENGER FARES TABLES

### TC123 NORTH ATLANTIC

#### TABLE OF CONTENTS

	Page
Normal and Special Fares:	
South Asian Subcontinent	1-10
South East Asia	11-21
Japan / Korea	22

Resolution	Title
057m/047m/067m	First/Intermediate/Economy Class Fares
067m	Restricted Economy Class Fares
071cc	Excursion Fares from South Asian Subcontinent to Canada, Mexico, USA
071f	Excursion Fares between Canada, USA and Pakistan
071nn	Excursion Fares from Canada, Mexico, USA to South Asian Subcontinent
071p	Excursion Fares between Canada, Mexico, USA and South East Asia
072n	Excursion Fares from India, Pakistan to Canada, USA
072w	Excursion Fares between Canada, Mexico, USA and Kazakhstan, Russia, Uzbekistan
073aa	One Way APEX Fares from Pakistan to Canada, USA
073bb	APEX Fares from Canada, Mexico, USA to India
073f	One Way APEX Fares between Canada and South East Asia
073vv	APEX Fares between Canada, USA and South East Asia
074mm	PEX Fares from Mexico to Pakistan
078t	PEX Fares from Canada, Mexico, USA to India

#### General

Fares published to/from New York apply for the following airports: Newark - La Guardia - J.F. Kennedy.



## SPECIFIED PASSENGER FARES TABLES

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NATL - SOUTH ASIAN SUBCONTINENT

## CCU-LAX

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>CALCUTTA CCU INR</b>							<b>MLWEE6M RT 91495 072N AT 01MAR98</b>						
>>>> LOS ANGEL CA LAX							>>>> TORONTO OT YTO						
MHXEE4M	RT	87475	071CC	AT	01MAR98		F	00	130025	057M	AT	01MAR98	
MHWEE4M	RT	89625	071CC	AT	01MAR98		F	RT	236390	057M	AT	01MAR98	
MLXEE4M	RT	79520	071CC	AT	01MAR98		C	00	77910	047M	AT	01MAR98	
MLWEE4M	RT	81020	071CC	AT	01MAR98		C	RT	141645	047M	AT	01MAR98	
MHXEE6M	RT	98990	072N	AT	01MAR98		Y1	00	67760	067M	AT	01MAR98	
MHWEE6M	RT	101140	072N	AT	01MAR98		Y2	00	54210	067M	AT	01MAR98	
MLXEE6M	RT	89995	072N	AT	01MAR98		Y	RT	125360	067M	AT	01MAR98	
MLWEE6M	RT	91495	072N	AT	01MAR98		MHXEE4M	RT	70175	071CC	AT	01MAR98	
>>>> MEXICO CITY MEX							MHWEE4M	RT	72325	071CC	AT	01MAR98	
F	00	148560	057M	AT	01MAR98		MLXEE4M	RT	63595	071CC	AT	01MAR98	
F	RT	275015	057M	AT	01MAR98		MLWEE4M	RT	65095	071CC	AT	01MAR98	
C	00	97465	047M	AT	01MAR98		MHXEE6M	RT	80620	072N	AT	01MAR98	
C	RT	181665	047M	AT	01MAR98		MHWEE6M	RT	82770	072N	AT	01MAR98	
Y	00	79475	067M	AT	01MAR98		MLXEE6M	RT	73020	072N	AT	01MAR98	
Y	RT	147030	067M	AT	01MAR98		MLWEE6M	RT	74520	072N	AT	01MAR98	
MHXEE4M	RT	87450	071CC	AT	01MAR98		>>>> VANCOUVER BC YVR						
MHWEE4M	RT	89600	071CC	AT	01MAR98		F	00	161255	057M	AT	01MAR98	
MLXEE4M	RT	80875	071CC	AT	01MAR98		F	RT	300415	057M	AT	01MAR98	
MLWEE4M	RT	82375	071CC	AT	01MAR98		C	00	104310	047M	AT	01MAR98	
>>>> MONTREAL QU YMQ							C	RT	195350	047M	AT	01MAR98	
F	00	121485	057M	AT	01MAR98		Y1	00	89560	067M	AT	01MAR98	
F	RT	220875	057M	AT	01MAR98		Y2	00	76900	067M	AT	01MAR98	
C	00	72830	047M	AT	01MAR98		Y	RT	165690	067M	AT	01MAR98	
C	RT	132390	047M	AT	01MAR98		MHXEE4M	RT	87475	071CC	AT	01MAR98	
Y1	00	63330	067M	AT	01MAR98		MHWEE4M	RT	89625	071CC	AT	01MAR98	
Y2	00	50670	067M	AT	01MAR98		MLXEE4M	RT	79520	071CC	AT	01MAR98	
Y	RT	117165	067M	AT	01MAR98		MLWEE4M	RT	81020	071CC	AT	01MAR98	
MHXEE4M	RT	65410	071CC	AT	01MAR98		MHXEE6M	RT	98990	072N	AT	01MAR98	
MHWEE4M	RT	67560	071CC	AT	01MAR98		MHWEE6M	RT	101140	072N	AT	01MAR98	
MLXEE4M	RT	58840	071CC	AT	01MAR98		MLXEE6M	RT	89995	072N	AT	01MAR98	
MLWEE4M	RT	60340	071CC	AT	01MAR98		MLWEE6M	RT	91495	072N	AT	01MAR98	
MHXEE6M	RT	75855	072N	AT	01MAR98		<b>CHENNAI MAA INR</b>						
MHWEE6M	RT	78005	072N	AT	01MAR98		>>>> LOS ANGEL CA LAX						
MLXEE6M	RT	68265	072N	AT	01MAR98		MHXEE4M	RT	87475	071CC	AT	01MAR98	
MLWEE6M	RT	69765	072N	AT	01MAR98		MHWEE4M	RT	89625	071CC	AT	01MAR98	
>>>> NEW YORK NY NYC							MLXEE4M	RT	79520	071CC	AT	01MAR98	
F	00	121485	057M	AT	01MAR98		MLWEE4M	RT	81020	071CC	AT	01MAR98	
F	RT	220875	057M	AT	01MAR98		MHXEE6M	RT	98990	072N	AT	01MAR98	
C	00	72830	047M	AT	01MAR98		MHWEE6M	RT	101140	072N	AT	01MAR98	
C	RT	132390	047M	AT	01MAR98		MLXEE6M	RT	89995	072N	AT	01MAR98	
Y1	00	63330	067M	AT	01MAR98		MLWEE6M	RT	91495	072N	AT	01MAR98	
Y2	00	50670	067M	AT	01MAR98		>>>> MEXICO CITY MEX						
Y	RT	117165	067M	AT	01MAR98		F	00	148560	057M	AT	01MAR98	
MHXEE4M	RT	65410	071CC	AT	01MAR98		F	RT	275015	057M	AT	01MAR98	
MHWEE4M	RT	67560	071CC	AT	01MAR98		C	00	97465	047M	AT	01MAR98	
MLXEE4M	RT	58840	071CC	AT	01MAR98		C	RT	181665	047M	AT	01MAR98	
MLWEE4M	RT	60340	071CC	AT	01MAR98		Y	00	79475	067M	AT	01MAR98	
MHXEE6M	RT	75855	072N	AT	01MAR98		Y	RT	147030	067M	AT	01MAR98	
MHWEE6M	RT	78005	072N	AT	01MAR98		MHXEE4M	RT	87450	071CC	AT	01MAR98	
MLXEE6M	RT	68265	072N	AT	01MAR98		MHWEE4M	RT	89600	071CC	AT	01MAR98	
MLWEE6M	RT	69765	072N	AT	01MAR98		MLXEE4M	RT	80875	071CC	AT	01MAR98	
>>>> SAN FRANCISCO SFO							MLWEE4M	RT	82375	071CC	AT	01MAR98	
MHXEE4M	RT	87475	071CC	AT	01MAR98		>>>> MONTREAL QU YMQ						
MHWEE4M	RT	89625	071CC	AT	01MAR98		F	00	121485	057M	AT	01MAR98	
MLXEE4M	RT	79520	071CC	AT	01MAR98		F	RT	220875	057M	AT	01MAR98	
MLWEE4M	RT	81020	071CC	AT	01MAR98		C	00	72830	047M	AT	01MAR98	
MHXEE6M	RT	98990	072N	AT	01MAR98		C	RT	132390	047M	AT	01MAR98	
MHWEE6M	RT	101140	072N	AT	01MAR98		Y1	00	63330	067M	AT	01MAR98	
MLXEE6M	RT	89995	072N	AT	01MAR98		Y2	00	50670	067M	AT	01MAR98	
MLWEE6M	RT	91495	072N	AT	01MAR98		Y	RT	117165	067M	AT	01MAR98	
>>>> SEATTLE WA SEA							MHXEE4M	RT	65410	071CC	AT	01MAR98	
MHXEE4M	RT	87475	071CC	AT	01MAR98		MHWEE4M	RT	67560	071CC	AT	01MAR98	
MHWEE4M	RT	89625	071CC	AT	01MAR98		MLXEE4M	RT	58840	071CC	AT	01MAR98	
MLXEE4M	RT	79520	071CC	AT	01MAR98		MLWEE4M	RT	60340	071CC	AT	01MAR98	
MLWEE4M	RT	81020	071CC	AT	01MAR98		MHXEE6M	RT	75855	072N	AT	01MAR98	
MHXEE6M	RT	98990	072N	AT	01MAR98		MHWEE6M	RT	78005	072N	AT	01MAR98	
MHWEE6M	RT	101140	072N	AT	01MAR98		MLXEE6M	RT	68265	072N	AT	01MAR98	
MLXEE6M	RT	89995	072N	AT	01MAR98		MLWEE6M	RT	69765	072N	AT	01MAR98	

## MAA-NYC

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>CHENNAI MAA INR</b>							<b>F OW</b>						
>>>> NEW YORK NY NYC							198600 057M AT 01JUL98						
F	00	121485	057M	AT	01MAR98		C	OW	129300	047M	AT	01MAR98	30JUN98
F	RT	220875	057M	AT	01MAR98		C	OW	142300	047M	AT	01JUL98	
C	00	72830	047M	AT	01MAR98		Y	OW	101400	067M	AT	01MAR98	30JUN98
C	RT	132390	047M	AT	01MAR98		Y	OW	111600	067M	AT	01JUL98	
Y1	00	63330	067M	AT	01MAR98		MHXEE4M	RT	124000	071CC	AT	01MAR98	30JUN98
Y2	00	50670	067M	AT	01MAR98		MHXEE4M	RT	136400	071CC	AT	01JUL98	
Y	RT	117165	067M	AT	01MAR98		MHWEE4M	RT	127600	071CC	AT	01MAR98	30JUN98
MHXEE4M	RT	65410	071CC	AT	01MAR98		MHWEE4M	RT	140000	071CC	AT	01JUL98	
MHWEE4M	RT	67560	071CC	AT	01MAR98		MLXEE4M	RT	115800	071CC	AT	01MAR98	30JUN98
MLXEE4M	RT	58840	071CC	AT	01MAR98		MLXEE4M	RT	127400	071CC	AT	01JUL98	
MLWEE4M	RT	60340	071CC	AT	01MAR98		MLWEE4M	RT	118200	071CC	AT	01MAR98	30JUN98
MHXEE6M	RT	75855	072M	AT	01MAR98		MLWEE4M	RT	129800	071CC	AT	01JUL98	
MHWEE6M	RT	78005	072M	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLXEE6M	RT	68265	072M	AT	01MAR98		F	OW	140900	057M	AT	01MAR98	30JUN98
MLWEE6M	RT	69765	072M	AT	01MAR98		F	OW	155000	057M	AT	01JUL98	
>>>> SAN FRANCISCO SFO							C	OW	93300	047M	AT	01MAR98	30JUN98
MHXEE4M	RT	87475	071CC	AT	01MAR98		C	OW	102700	047M	AT	01JUL98	
MHWEE4M	RT	89625	071CC	AT	01MAR98		Y	OW	77700	067M	AT	01MAR98	30JUN98
MLXEE4M	RT	79520	071CC	AT	01MAR98		Y	OW	85500	067M	AT	01JUL98	
MLWEE4M	RT	81020	071CC	AT	01MAR98		MHXEE4M	RT	89800	071CC	AT	01MAR98	30JUN98
MHXEE6M	RT	98990	072M	AT	01MAR98		MHXEE4M	RT	98800	071CC	AT	01JUL98	
MHWEE6M	RT	101140	072M	AT	01MAR98		MHWEE4M	RT	93400	071CC	AT	01MAR98	30JUN98
MLXEE6M	RT	89995	072M	AT	01MAR98		MHWEE4M	RT	102400	071CC	AT	01JUL98	
MLWEE6M	RT	91495	072M	AT	01MAR98		MLXEE4M	RT	81600	071CC	AT	01MAR98	30JUN98
>>>> SEATTLE WA SEA							MLXEE4M	RT	89800	071CC	AT	01JUL98	
MHXEE4M	RT	87475	071CC	AT	01MAR98		MLWEE4M	RT	84000	071CC	AT	01MAR98	30JUN98
MHWEE4M	RT	89625	071CC	AT	01MAR98		MLWEE4M	RT	92200	071CC	AT	01JUL98	
MLXEE4M	RT	79520	071CC	AT	01MAR98		>>>> NEW YORK NY NYC						
MLWEE4M	RT	81020	071CC	AT	01MAR98		F	OW	140900	057M	AT	01MAR98	30JUN98
MHXEE6M	RT	98990	072M	AT	01MAR98		F	OW	155000	057M	AT	01JUL98	
MHWEE6M	RT	101140	072M	AT	01MAR98		C	OW	93300	047M	AT	01MAR98	30JUN98
MLXEE6M	RT	89995	072M	AT	01MAR98		C	OW	102700	047M	AT	01JUL98	
MLWEE6M	RT	91495	072M	AT	01MAR98		Y	OW	77700	067M	AT	01MAR98	30JUN98
>>>> TORONTO OT YTO							Y	OW	85500	067M	AT	01JUL98	
F	00	130025	057M	AT	01MAR98		MHXEE4M	RT	89800	071CC	AT	01MAR98	30JUN98
F	RT	236390	057M	AT	01MAR98		MHXEE4M	RT	98800	071CC	AT	01JUL98	
C	00	77910	047M	AT	01MAR98		MHWEE4M	RT	93400	071CC	AT	01MAR98	30JUN98
C	RT	141645	047M	AT	01MAR98		MHWEE4M	RT	102400	071CC	AT	01JUL98	
Y1	00	67760	067M	AT	01MAR98		MLXEE4M	RT	81600	071CC	AT	01MAR98	30JUN98
Y2	00	54210	067M	AT	01MAR98		MLXEE4M	RT	89800	071CC	AT	01JUL98	
Y	RT	125360	067M	AT	01MAR98		MLWEE4M	RT	84000	071CC	AT	01MAR98	30JUN98
MHXEE4M	RT	70175	071CC	AT	01MAR98		MLWEE4M	RT	92200	071CC	AT	01JUL98	
MHWEE4M	RT	72325	071CC	AT	01MAR98		<b>DELHI DEL INR</b>						
MLXEE4M	RT	63595	071CC	AT	01MAR98		>>>> LOS ANGELES CA LAX						
MLWEE4M	RT	65095	071CC	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
MHXEE6M	RT	80620	072M	AT	01MAR98		MHWEE4M	RT	85010	071CC	AT	01MAR98	
MHWEE6M	RT	82770	072M	AT	01MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
MLXEE6M	RT	73020	072M	AT	01MAR98		MLWEE4M	RT	76825	071CC	AT	01MAR98	
MLWEE6M	RT	74520	072M	AT	01MAR98		MHXEE6M	RT	93930	072M	AT	01MAR98	
>>>> VANCOUVER BC YVR							MHWEE6M	RT	96080	072M	AT	01MAR98	
F	00	161255	057M	AT	01MAR98		MLXEE6M	RT	85395	072M	AT	01MAR98	
F	RT	300415	057M	AT	01MAR98		MLWEE6M	RT	86895	072M	AT	01MAR98	
C	00	104310	047M	AT	01MAR98		>>>> MEXICO CITY MEX						
C	RT	195350	047M	AT	01MAR98		F	00	142955	057M	AT	01MAR98	
Y1	00	89560	067M	AT	01MAR98		F	RT	264825	057M	AT	01MAR98	
Y2	00	76900	067M	AT	01MAR98		C	00	92100	047M	AT	01MAR98	
Y	RT	165690	067M	AT	01MAR98		C	RT	171915	047M	AT	01MAR98	
MHXEE4M	RT	87475	071CC	AT	01MAR98		Y	00	74815	067M	AT	01MAR98	
MHWEE4M	RT	89625	071CC	AT	01MAR98		Y	RT	138410	067M	AT	01MAR98	
MLXEE4M	RT	79520	071CC	AT	01MAR98		MHXEE4M	RT	83235	071CC	AT	01MAR98	
MLWEE4M	RT	81020	071CC	AT	01MAR98		MHWEE4M	RT	85385	071CC	AT	01MAR98	
MHXEE6M	RT	98990	072M	AT	01MAR98		MLXEE4M	RT	76790	071CC	AT	01MAR98	
MHWEE6M	RT	101140	072M	AT	01MAR98		MLWEE4M	RT	78290	071CC	AT	01MAR98	
MLXEE6M	RT	89995	072M	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLWEE6M	RT	91495	072M	AT	01MAR98		F	00	115885	057M	AT	01MAR98	
>>>> COLOMBO CMB LKR							F	RT	210685	057M	AT	01MAR98	
>>>> MEXICO CITY MEX							C	00	67460	047M	AT	01MAR98	
F	OW	180500	057M	AT	01MAR98	30JUN98	C	RT	122640	047M	AT	01MAR98	
							Y1	00	58665	067M	AT	01MAR98	

Date: 28-OCT-97

DEL-YMQ

## DEL-YMQ

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>DELHI</b>							<b>DELHI</b>						
>>>> MONTREAL QU							>>>> MONTREAL QU						
Y2	DD	46935	067M	AT	01MAR98		Y2	DD	46935	067M	AT	01MAR98	
Y	RT	108535	067M	AT	01MAR98		Y	RT	108535	067M	AT	01MAR98	
MHXEE4M	RT	61205	071CC	AT	01MAR98		MHXEE4M	RT	61205	071CC	AT	01MAR98	
MHWEE4M	RT	63355	071CC	AT	01MAR98		MHWEE4M	RT	63355	071CC	AT	01MAR98	
MLXEE4M	RT	54750	071CC	AT	01MAR98		MLXEE4M	RT	54750	071CC	AT	01MAR98	
MLWEE4M	RT	56250	071CC	AT	01MAR98		MLWEE4M	RT	56250	071CC	AT	01MAR98	
MHXEE6M	RT	71140	072N	AT	01MAR98		MHXEE6M	RT	71140	072N	AT	01MAR98	
MHWEE6M	RT	73290	072N	AT	01MAR98		MHWEE6M	RT	73290	072N	AT	01MAR98	
MLXEE6M	RT	63660	072N	AT	01MAR98		MLXEE6M	RT	63660	072N	AT	01MAR98	
MLWEE6M	RT	65160	072N	AT	01MAR98		MLWEE6M	RT	65160	072N	AT	01MAR98	
>>>> NEW YORK NY							>>>> NEW YORK NY						
F	DD	115885	057M	AT	01MAR98		F	DD	115885	057M	AT	01MAR98	
F	RT	210685	057M	AT	01MAR98		F	RT	210685	057M	AT	01MAR98	
C	DD	67460	047M	AT	01MAR98		C	DD	67460	047M	AT	01MAR98	
C	RT	122640	047M	AT	01MAR98		C	RT	122640	047M	AT	01MAR98	
Y1	DD	58665	067M	AT	01MAR98		Y1	DD	58665	067M	AT	01MAR98	
Y2	DD	46935	067M	AT	01MAR98		Y2	DD	46935	067M	AT	01MAR98	
Y	RT	108535	067M	AT	01MAR98		Y	RT	108535	067M	AT	01MAR98	
MHXEE4M	RT	61205	071CC	AT	01MAR98		MHXEE4M	RT	61205	071CC	AT	01MAR98	
MHWEE4M	RT	63355	071CC	AT	01MAR98		MHWEE4M	RT	63355	071CC	AT	01MAR98	
MLXEE4M	RT	54750	071CC	AT	01MAR98		MLXEE4M	RT	54750	071CC	AT	01MAR98	
MLWEE4M	RT	56250	071CC	AT	01MAR98		MLWEE4M	RT	56250	071CC	AT	01MAR98	
MHXEE6M	RT	71140	072N	AT	01MAR98		MHXEE6M	RT	71140	072N	AT	01MAR98	
MHWEE6M	RT	73290	072N	AT	01MAR98		MHWEE6M	RT	73290	072N	AT	01MAR98	
MLXEE6M	RT	63660	072N	AT	01MAR98		MLXEE6M	RT	63660	072N	AT	01MAR98	
MLWEE6M	RT	65160	072N	AT	01MAR98		MLWEE6M	RT	65160	072N	AT	01MAR98	
>>>> SAN FRANCISCO							>>>> SAN FRANCISCO						
MHXEE4M	RT	82860	071CC	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
MHWEE4M	RT	85010	071CC	AT	01MAR98		MHWEE4M	RT	85010	071CC	AT	01MAR98	
MLXEE4M	RT	75325	071CC	AT	01MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
MLWEE4M	RT	76825	071CC	AT	01MAR98		MLWEE4M	RT	76825	071CC	AT	01MAR98	
MHXEE6M	RT	93930	072N	AT	01MAR98		MHXEE6M	RT	93930	072N	AT	01MAR98	
MHWEE6M	RT	96080	072N	AT	01MAR98		MHWEE6M	RT	96080	072N	AT	01MAR98	
MLXEE6M	RT	85395	072N	AT	01MAR98		MLXEE6M	RT	85395	072N	AT	01MAR98	
MLWEE6M	RT	86895	072N	AT	01MAR98		MLWEE6M	RT	86895	072N	AT	01MAR98	
>>>> SEATTLE WA							>>>> SEATTLE WA						
MHXEE4M	RT	82860	071CC	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
MHWEE4M	RT	85010	071CC	AT	01MAR98		MHWEE4M	RT	85010	071CC	AT	01MAR98	
MLXEE4M	RT	75325	071CC	AT	01MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
MLWEE4M	RT	76825	071CC	AT	01MAR98		MLWEE4M	RT	76825	071CC	AT	01MAR98	
MHXEE6M	RT	93930	072N	AT	01MAR98		MHXEE6M	RT	93930	072N	AT	01MAR98	
MHWEE6M	RT	96080	072N	AT	01MAR98		MHWEE6M	RT	96080	072N	AT	01MAR98	
MLXEE6M	RT	85395	072N	AT	01MAR98		MLXEE6M	RT	85395	072N	AT	01MAR98	
MLWEE6M	RT	86895	072N	AT	01MAR98		MLWEE6M	RT	86895	072N	AT	01MAR98	
>>>> TORONTO OT							>>>> TORONTO OT						
F	DD	124410	057M	AT	01MAR98		F	DD	124410	057M	AT	01MAR98	
F	RT	226190	057M	AT	01MAR98		F	RT	226190	057M	AT	01MAR98	
C	DD	72555	047M	AT	01MAR98		C	DD	72555	047M	AT	01MAR98	
C	RT	131905	047M	AT	01MAR98		C	RT	131905	047M	AT	01MAR98	
Y1	DD	63090	067M	AT	01MAR98		Y1	DD	63090	067M	AT	01MAR98	
Y2	DD	50475	067M	AT	01MAR98		Y2	DD	50475	067M	AT	01MAR98	
Y	RT	116720	067M	AT	01MAR98		Y	RT	116720	067M	AT	01MAR98	
MHXEE4M	RT	65965	071CC	AT	01MAR98		MHXEE4M	RT	65965	071CC	AT	01MAR98	
MHWEE4M	RT	68115	071CC	AT	01MAR98		MHWEE4M	RT	68115	071CC	AT	01MAR98	
MLXEE4M	RT	59500	071CC	AT	01MAR98		MLXEE4M	RT	59500	071CC	AT	01MAR98	
MLWEE4M	RT	61000	071CC	AT	01MAR98		MLWEE4M	RT	61000	071CC	AT	01MAR98	
MHXEE6M	RT	75885	072N	AT	01MAR98		MHXEE6M	RT	75885	072N	AT	01MAR98	
MHWEE6M	RT	78035	072N	AT	01MAR98		MHWEE6M	RT	78035	072N	AT	01MAR98	
MLXEE6M	RT	68415	072N	AT	01MAR98		MLXEE6M	RT	68415	072N	AT	01MAR98	
MLWEE6M	RT	69915	072N	AT	01MAR98		MLWEE6M	RT	69915	072N	AT	01MAR98	
>>>> VANCOUVER BC							>>>> VANCOUVER BC						
F	DD	155655	057M	AT	01MAR98		F	DD	155655	057M	AT	01MAR98	
F	RT	290225	057M	AT	01MAR98		F	RT	290225	057M	AT	01MAR98	
C	DD	98940	047M	AT	01MAR98		C	DD	98940	047M	AT	01MAR98	
C	RT	185600	047M	AT	01MAR98		C	RT	185600	047M	AT	01MAR98	
Y1	DD	84895	067M	AT	01MAR98		Y1	DD	84895	067M	AT	01MAR98	
Y2	DD	73165	067M	AT	01MAR98		Y2	DD	73165	067M	AT	01MAR98	
Y	RT	157060	067M	AT	01MAR98		Y	RT	157060	067M	AT	01MAR98	
>>>> MONTREAL QU							>>>> MONTREAL QU						
F	DD	96390	057M	AT	01MAR98		F	DD	96390	057M	AT	01MAR98	
C	DD	60350	047M	AT	01MAR98		C	DD	60350	047M	AT	01MAR98	
Y	DD	50300	067M	AT	01MAR98		Y	DD	50300	067M	AT	01MAR98	
MHEE4M	RT	62060	071F	AT	01MAR98		MHEE4M	RT	62060	071F	AT	01MAR98	
MLEE4M	RT	56400	071F	AT	01MAR98		MLEE4M	RT	56400	071F	AT	01MAR98	
MHEE6M	RT	70740	072N	AT	01MAR98		MHEE6M	RT	70740	072N	AT	01MAR98	
MLEE6M	RT	64080	072N	AT	01MAR98		MLEE6M	RT	64080	072N	AT	01MAR98	
MHAP	DD	38840	073AA	AT	01MAR98		MHAP	DD	38840	073AA	AT	01MAR98	
MLAP	DD	35290	073AA	AT	01MAR98		MLAP	DD	35290	073AA	AT	01MAR98	
>>>> NEW YORK NY							>>>> NEW YORK NY						
F	DD	96390	057M	AT	01MAR98		F	DD	96390	057M	AT	01MAR98	
C	DD	60350	047M	AT	01MAR98		C	DD	60350	047M	AT	01MAR98	
Y	DD	50300	067M	AT	01MAR98		Y	DD	50300	067M	AT	01MAR98	
MHEE4M	RT	62060	071F	AT	01MAR98		MHEE4M	RT	62060	071F	AT	01MAR98	
MLEE4M	RT	56400	071F	AT	01MAR98		MLEE4M	RT	56400	071F	AT	01MAR98	
MHEE6M	RT	70740	072N	AT	01MAR98		MHEE6M	RT	70740	072N	AT	01MAR98	
MLEE6M	RT	64080	072N	AT	01MAR98		MLEE6M	RT	64080	072N	AT	01MAR98	
MHAP	DD	38840	073AA	AT	01MAR98		MHAP	DD	38840	073AA	AT	01MAR98	
MLAP	DD	35290	073AA	AT	01MAR98		MLAP	DD	35290	073AA	AT	01MAR98	
>>>> SAN FRANCISCO							>>>> SAN FRANCISCO						
F	DD	130330	057M	AT	01MAR98		F	DD	130330	057M	AT	01MAR98	
C	DD	91770	047M	AT	01MAR98		C	DD	91770	047M	AT	01MAR98	

Date: 28-OCT-97

ISB-SFO

## ISB-SFO

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>ISLAMABAD ISB PKR</b>							<b>&gt;&gt;&gt;&gt; SAN FRANCISCO SFO</b>						
>>>> SAN FRANCISCO							F	OW	128460	057M	AT	01MAR98	
Y	OW	76480	067M	AT	01MAR98		C	OW	89620	047M	AT	01MAR98	
							Y	OW	74680	067M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; SEATTLE WA SEA</b>							<b>&gt;&gt;&gt;&gt; SEATTLE WA SEA</b>						
F	OW	130330	057M	AT	01MAR98		F	OW	128460	057M	AT	01MAR98	
C	OW	91770	047M	AT	01MAR98		C	OW	89620	047M	AT	01MAR98	
Y	OW	76480	067M	AT	01MAR98		Y	OW	74680	067M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; TORONTO OT YTO</b>							<b>&gt;&gt;&gt;&gt; TORONTO OT YTO</b>						
F	OW	105540	057M	AT	01MAR98		F	OW	103480	057M	AT	01MAR98	
C	OW	70690	047M	AT	01MAR98		C	OW	68310	047M	AT	01MAR98	
Y	OW	58890	067M	AT	01MAR98		Y	OW	56920	067M	AT	01MAR98	
MHEE4M	RT	67140	071F	AT	01MAR98		MHEE4M	RT	67140	071F	AT	01MAR98	
MLEE4M	RT	61020	071F	AT	01MAR98		MLEE4M	RT	61020	071F	AT	01MAR98	
MHEE6M	RT	75800	072M	AT	01MAR98		MHEE6M	RT	75800	072M	AT	01MAR98	
MLEE6M	RT	68690	072M	AT	01MAR98		MLEE6M	RT	68690	072M	AT	01MAR98	
MHAP	OO	42650	073AA	AT	01MAR98		MHAP	OO	42650	073AA	AT	01MAR98	
MLAP	OO	38760	073AA	AT	01MAR98		MLAP	OO	38760	073AA	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; VANCOUVER BC YVR</b>							<b>&gt;&gt;&gt;&gt; VANCOUVER BC YVR</b>						
F	OW	130330	057M	AT	01MAR98		F	OW	128460	057M	AT	01MAR98	
C	OW	91770	047M	AT	01MAR98		C	OW	89620	047M	AT	01MAR98	
Y	OW	76480	067M	AT	01MAR98		Y	OW	74680	067M	AT	01MAR98	
<b>KABUL KBL USD</b>							<b>KATHMANDU KTM USD</b>						
>>>> MEXICO CITY MEX							>>>> MEXICO CITY MEX						
F	OW	4675	057M	AT	01MAR98		F	OO	4640	057M	AT	01MAR98	
C	OW	3106	047M	AT	01MAR98		F	RT	8766	057M	AT	01MAR98	
Y	OW	2466	067M	AT	01MAR98		C	OO	3064	047M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>							C	RT	5816	047M	AT	01MAR98	
F	OW	3929	057M	AT	01MAR98		Y	OO	2432	067M	AT	01MAR98	
C	OW	2428	047M	AT	01MAR98		Y	RT	4606	067M	AT	01MAR98	
Y	OW	2022	067M	AT	01MAR98		MHXEE4M	RT	3036	071CC	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>							MHWEE4M	RT	3096	071CC	AT	01MAR98	
F	OW	3929	057M	AT	01MAR98		MLXEE4M	RT	2788	071CC	AT	01MAR98	
C	OW	2428	047M	AT	01MAR98		MLWEE4M	RT	2828	071CC	AT	01MAR98	
Y	OW	2022	067M	AT	01MAR98		<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>						
<b>KARACHI KHI PKR</b>							F	OO	3894	057M	AT	01MAR98	
>>>> LOS ANGEL CA LAX							F	RT	7277	057M	AT	01MAR98	
F	OW	128460	057M	AT	01MAR98		C	OO	2386	047M	AT	01MAR98	
C	OW	89620	047M	AT	01MAR98		C	RT	4460	047M	AT	01MAR98	
Y	OW	74680	067M	AT	01MAR98		Y	OO	1988	067M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; MEXICO CITY MEX</b>							Y	RT	3717	067M	AT	01MAR98	
F	OW	122090	057M	AT	01MAR98		MHXEE4M	RT	2336	071CC	AT	01MAR98	
C	OW	83410	047M	AT	01MAR98		MHWEE4M	RT	2396	071CC	AT	01MAR98	
Y	OW	65000	067M	AT	01MAR98		MLXEE4M	RT	2088	071CC	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>							MLWEE4M	RT	2128	071CC	AT	01MAR98	
F	OW	94320	057M	AT	01MAR98		<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>						
C	OW	58130	047M	AT	01MAR98		F	OO	3894	057M	AT	01MAR98	
Y	OW	48440	067M	AT	01MAR98		F	RT	7277	057M	AT	01MAR98	
MHEE4M	RT	62060	071F	AT	01MAR98		C	OO	2386	047M	AT	01MAR98	
MLEE4M	RT	56400	071F	AT	01MAR98		C	RT	4460	047M	AT	01MAR98	
MHEE6M	RT	70740	072M	AT	01MAR98		Y	OO	1988	067M	AT	01MAR98	
MLEE6M	RT	64080	072M	AT	01MAR98		Y	RT	3717	067M	AT	01MAR98	
MHAP	OO	38840	073AA	AT	01MAR98		MHXEE4M	RT	2336	071CC	AT	01MAR98	
MLAP	OO	35290	073AA	AT	01MAR98		MHWEE4M	RT	2396	071CC	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>							MLXEE4M	RT	2088	071CC	AT	01MAR98	
F	OW	94320	057M	AT	01MAR98		MLWEE4M	RT	2128	071CC	AT	01MAR98	
C	OW	58130	047M	AT	01MAR98		<b>LAHORE LHE PKR</b>						
Y	OW	48440	067M	AT	01MAR98		>>>> MONTREAL QU YMQ						
MHEE4M	RT	62060	071F	AT	01MAR98		MHEE4M	RT	62060	071F	AT	01MAR98	
MLEE4M	RT	56400	071F	AT	01MAR98		MLEE4M	RT	56400	071F	AT	01MAR98	
MHEE6M	RT	70740	072M	AT	01MAR98		MHEE6M	RT	70740	072M	AT	01MAR98	
MLEE6M	RT	64080	072M	AT	01MAR98		MLEE6M	RT	64080	072M	AT	01MAR98	
MHAP	OO	38840	073AA	AT	01MAR98		<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>						
MLAP	OO	35290	073AA	AT	01MAR98		MHEE4M	RT	62060	071F	AT	01MAR98	
							MLEE4M	RT	56400	071F	AT	01MAR98	
							MHEE6M	RT	70740	072M	AT	01MAR98	
							MLEE6M	RT	64080	072M	AT	01MAR98	

## LHE-YTO

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>LAHORE</b>							<b>MKWXP6M</b>						
<b>LHE</b>							RT		2692	078T	AT	01MAR98	
<b>PKR</b>							<b>MLXPX6M</b>						
<b>&gt;&gt;&gt;&gt; TORONTO OT</b>							RT		2474	078T	AT	01MAR98	
MHEE4M	RT	67140	071F	AT	01MAR98		<b>MLWXP6M</b>						
MLEE4M	RT	61020	071F	AT	01MAR98		RT		2524	078T	AT	01MAR98	
MHEE6M	RT	75800	072N	AT	01MAR98		<b>&gt;&gt;&gt;&gt; COLOMBO</b>						
MLEE6M	RT	68690	072N	AT	01MAR98		<b>CMB</b>						
<b>LOS ANGEL CA</b>							F	OW	5808	057M	AT	01MAR98	
<b>LAX</b>							C	OW	4079	047M	AT	01MAR98	
<b>USD</b>							Y	OW	3252	067M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; ISLAMABAD</b>							MHXEE4M	RT	3716	071NN	AT	01MAR98	
MHXEE6M	RT	2979	071NN	AT	01MAR98		MHWEE4M	RT	3776	071NN	AT	01MAR98	
MHWEE6M	RT	3039	071NN	AT	01MAR98		MKXEE4M	RT	3520	071NN	AT	01MAR98	
MKXEE6M	RT	2844	071NN	AT	01MAR98		MKWEE4M	RT	3580	071NN	AT	01MAR98	
MKWEE6M	RT	2904	071NN	AT	01MAR98		MLXEE4M	RT	3377	071NN	AT	01MAR98	
MLXEE6M	RT	2708	071NN	AT	01MAR98		MLWEE4M	RT	3427	071NN	AT	01MAR98	
MLWEE6M	RT	2758	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; DELHI</b>						
<b>&gt;&gt;&gt;&gt; KARACHI</b>							<b>DEL</b>						
MHXEE6M	RT	2979	071NN	AT	01MAR98		F	OW	5585	057M	AT	01MAR98	
MHWEE6M	RT	3039	071NN	AT	01MAR98		C	OW	3855	047M	AT	01MAR98	
MKXEE6M	RT	2844	071NN	AT	01MAR98		Y	OW	3066	067M	AT	01MAR98	
MKWEE6M	RT	2904	071NN	AT	01MAR98		MHXEE6M	RT	3274	071NN	AT	01MAR98	
MLXEE6M	RT	2708	071NN	AT	01MAR98		MHWEE6M	RT	3334	071NN	AT	01MAR98	
MLWEE6M	RT	2758	071NN	AT	01MAR98		MKXEE6M	RT	2862	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; LAHORE</b>							MKWEE6M	RT	2922	071NN	AT	01MAR98	
MHXEE6M	RT	2979	071NN	AT	01MAR98		MLXEE6M	RT	2672	071NN	AT	01MAR98	
MHWEE6M	RT	3039	071NN	AT	01MAR98		MLWEE6M	RT	2722	071NN	AT	01MAR98	
MKXEE6M	RT	2844	071NN	AT	01MAR98		MHXAP4M	RT	2539	07388	AT	01MAR98	
MKWEE6M	RT	2904	071NN	AT	01MAR98		MHWAP4M	RT	2599	07388	AT	01MAR98	
MLXEE6M	RT	2708	071NN	AT	01MAR98		MKXAP4M	RT	2242	07388	AT	01MAR98	
MLWEE6M	RT	2758	071NN	AT	01MAR98		MKWAP4M	RT	2302	07388	AT	01MAR98	
<b>MEXICO CITY</b>							MLXAP4M	RT	2103	07388	AT	01MAR98	
<b>MEX</b>							MLWAP4M	RT	2153	07388	AT	01MAR98	
<b>USD</b>							MHXPX6M	RT	2829	078T	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; CALCUTTA</b>							MHWXP6M	RT	2889	078T	AT	01MAR98	
F	OW	5751	057M	AT	01MAR98		MKXPX6M	RT	2486	078T	AT	01MAR98	
C	OW	4009	047M	AT	01MAR98		MKWXP6M	RT	2546	078T	AT	01MAR98	
Y	OW	3194	067M	AT	01MAR98		MLXPX6M	RT	2328	078T	AT	01MAR98	
MHXEE6M	RT	3420	071NN	AT	01MAR98		MLWXP6M	RT	2378	078T	AT	01MAR98	
MHWEE6M	RT	3480	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; DHAKA</b>						
MKXEE6M	RT	3008	071NN	AT	01MAR98		<b>DAC</b>						
MKWEE6M	RT	3068	071NN	AT	01MAR98		F	OW	5804	057M	AT	01MAR98	
MLXEE6M	RT	2818	071NN	AT	01MAR98		C	OW	4058	047M	AT	01MAR98	
MLWEE6M	RT	2868	071NN	AT	01MAR98		Y	OW	3234	067M	AT	01MAR98	
MHXAP4M	RT	2685	07388	AT	01MAR98		MHXEE4M	RT	3625	071NN	AT	01MAR98	
MHWAP4M	RT	2745	07388	AT	01MAR98		MHWEE4M	RT	3685	071NN	AT	01MAR98	
MKXAP4M	RT	2388	07388	AT	01MAR98		MKXEE4M	RT	3434	071NN	AT	01MAR98	
MKWAP4M	RT	2448	07388	AT	01MAR98		MKWEE4M	RT	3494	071NN	AT	01MAR98	
MLXAP4M	RT	2249	07388	AT	01MAR98		MLXEE4M	RT	3295	071NN	AT	01MAR98	
MLWAP4M	RT	2299	07388	AT	01MAR98		MLWEE4M	RT	3345	071NN	AT	01MAR98	
MHXPX6M	RT	2976	078T	AT	01MAR98		<b>&gt;&gt;&gt;&gt; ISLAMABAD</b>						
MHWXP6M	RT	3036	078T	AT	01MAR98		<b>ISB</b>						
MKXPX6M	RT	2632	078T	AT	01MAR98		F	OW	5395	057M	AT	01MAR98	
MKWXP6M	RT	2692	078T	AT	01MAR98		C	OW	3821	047M	AT	01MAR98	
MLXPX6M	RT	2474	078T	AT	01MAR98		Y	OW	3039	067M	AT	01MAR98	
MLWXP6M	RT	2524	078T	AT	01MAR98		MHXEE6M	RT	3302	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; CHENNAI</b>							MHWEE6M	RT	3362	071NN	AT	01MAR98	
<b>MAA</b>							MKXEE6M	RT	3178	071NN	AT	01MAR98	
F	OW	5751	057M	AT	01MAR98		MKWEE6M	RT	3238	071NN	AT	01MAR98	
C	OW	4009	047M	AT	01MAR98		MLXEE6M	RT	3057	071NN	AT	01MAR98	
Y	OW	3194	067M	AT	01MAR98		MLWEE6M	RT	3107	071NN	AT	01MAR98	
MHXEE6M	RT	3420	071NN	AT	01MAR98		MHPX3H	RT	3117	074MM	AT	01MAR98	
MHWEE6M	RT	3480	071NN	AT	01MAR98		MKPX3H	RT	2941	074MM	AT	01MAR98	
MKXEE6M	RT	3008	071NN	AT	01MAR98		MLPX3H	RT	2805	074MM	AT	01MAR98	
MKWEE6M	RT	3068	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; KABUL</b>						
MLXEE6M	RT	2818	071NN	AT	01MAR98		<b>KBL</b>						
MLWEE6M	RT	2868	071NN	AT	01MAR98		F	OW	5527	057M	AT	01MAR98	
MHXAP4M	RT	2685	07388	AT	01MAR98		C	OW	3845	047M	AT	01MAR98	
MHWAP4M	RT	2745	07388	AT	01MAR98		Y	OW	3059	067M	AT	01MAR98	
MKXAP4M	RT	2388	07388	AT	01MAR98		<b>&gt;&gt;&gt;&gt; KARACHI</b>						
MKWAP4M	RT	2448	07388	AT	01MAR98		<b>KHI</b>						
MLXAP4M	RT	2249	07388	AT	01MAR98		F	OW	5296	057M	AT	01MAR98	
MLWAP4M	RT	2299	07388	AT	01MAR98		C	OW	3704	047M	AT	01MAR98	
MHXPX6M	RT	2976	078T	AT	01MAR98		Y	OW	2943	067M	AT	01MAR98	
MHWXP6M	RT	3036	078T	AT	01MAR98		MHXEE6M	RT	3302	071NN	AT	01MAR98	
MKXPX6M	RT	2632	078T	AT	01MAR98		MHWEE6M	RT	3362	071NN	AT	01MAR98	
							MKXEE6M	RT	3178	071NN	AT	01MAR98	

Date: 28-OCT-97

MEX-KHI

## MEX-KHI

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MEXICO CITY MEX USD</b>							<b>&gt;&gt;&gt;&gt; CHENNAI MAA</b>						
<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>							F	DW	6144	057M	AT	01MAR98	
MKXEE6M	RT	3238	071NN	AT	01MAR98		C	DW	4050	047M	AT	01MAR98	
MLXEE6M	RT	3057	071NN	AT	01MAR98		Y1	DW	3375	067M	AT	01MAR98	
MLWEE6M	RT	3107	071NN	AT	01MAR98		Y2	DW	2217	067M	AT	01MAR98	
MHPX3M	RT	3091	074MM	AT	01MAR98		MHXEE6M	RT	3873	071NN	AT	01MAR98	
MKXP3M	RT	2914	074MM	AT	01MAR98		MHWEE6M	RT	3953	071NN	AT	01MAR98	
MLPX3M	RT	2777	074MM	AT	01MAR98		MKXEE6M	RT	3308	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; KATHMANDU KTM</b>							MKXEE6M	RT	3388	071NN	AT	01MAR98	
F	DW	5751	057M	AT	01MAR98		MLXEE6M	RT	3045	071NN	AT	01MAR98	
C	DW	3995	047M	AT	01MAR98		MLWEE6M	RT	3105	071NN	AT	01MAR98	
Y	DW	3182	067M	AT	01MAR98		MHXAP4M	RT	2862	073BB	AT	01MAR98	
MHXEE4M	RT	3716	071NN	AT	01MAR98		MHWAP4M	RT	2942	073BB	AT	01MAR98	
MHWEE4M	RT	3776	071NN	AT	01MAR98		MKXAP4M	RT	2453	073BB	AT	01MAR98	
MKXEE4M	RT	3520	071NN	AT	01MAR98		MKWAP4M	RT	2533	073BB	AT	01MAR98	
MKXEE4M	RT	3580	071NN	AT	01MAR98		MLXAP4M	RT	2263	073BB	AT	01MAR98	
MLXEE4M	RT	3377	071NN	AT	01MAR98		MLWAP4M	RT	2323	073BB	AT	01MAR98	
MLWEE4M	RT	3427	071NN	AT	01MAR98		MHXPX6M	RT	3261	078T	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>							MHWXP6M	RT	3341	078T	AT	01MAR98	
MHXEE6M	RT	3302	071NN	AT	01MAR98		MKXPX6M	RT	2790	078T	AT	01MAR98	
MHWEE6M	RT	3362	071NN	AT	01MAR98		MKWXP6M	RT	2870	078T	AT	01MAR98	
MKXEE6M	RT	3178	071NN	AT	01MAR98		MLXPX6M	RT	2570	078T	AT	01MAR98	
MKXEE6M	RT	3238	071NN	AT	01MAR98		MLWPX6M	RT	2630	078T	AT	01MAR98	
MLXEE6M	RT	3057	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; COLOMBO CMB</b>						
MLWEE6M	RT	3107	071NN	AT	01MAR98		F	DW	6219	057M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; MUMBAI BOM</b>							C	DW	4139	047M	AT	01MAR98	
F	DW	5585	057M	AT	01MAR98		Y	DW	3448	067M	AT	01MAR98	
C	DW	3855	047M	AT	01MAR98		MHXEE4M	RT	3969	071NN	AT	01MAR98	
Y	DW	3066	067M	AT	01MAR98		MHWEE4M	RT	4049	071NN	AT	01MAR98	
MHXEE6M	RT	3274	071NN	AT	01MAR98		MKXEE4M	RT	3754	071NN	AT	01MAR98	
MHWEE6M	RT	3334	071NN	AT	01MAR98		MKXEE4M	RT	3834	071NN	AT	01MAR98	
MKXEE6M	RT	2862	071NN	AT	01MAR98		MLXEE4M	RT	3540	071NN	AT	01MAR98	
MKXEE6M	RT	2922	071NN	AT	01MAR98		MLWEE4M	RT	3600	071NN	AT	01MAR98	
MLXEE6M	RT	2672	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; DELHI DEL</b>						
MLWEE6M	RT	2722	071NN	AT	01MAR98		F	DW	5941	057M	AT	01MAR98	
MHXAP4M	RT	2539	073BB	AT	01MAR98		C	DW	3860	047M	AT	01MAR98	
MHWAP4M	RT	2599	073BB	AT	01MAR98		Y1	DW	3216	067M	AT	01MAR98	
MKXAP4M	RT	2242	073BB	AT	01MAR98		Y2	DW	2093	067M	AT	01MAR98	
MKXAP4M	RT	2302	073BB	AT	01MAR98		MHXEE6M	RT	3672	071NN	AT	01MAR98	
MLXAP4M	RT	2103	073BB	AT	01MAR98		MHWEE6M	RT	3752	071NN	AT	01MAR98	
MLWAP4M	RT	2153	073BB	AT	01MAR98		MKXEE6M	RT	3106	071NN	AT	01MAR98	
MHXPX6M	RT	2829	078T	AT	01MAR98		MKXEE6M	RT	3186	071NN	AT	01MAR98	
MHWXP6M	RT	2889	078T	AT	01MAR98		MLXEE6M	RT	2844	071NN	AT	01MAR98	
MKXPX6M	RT	2486	078T	AT	01MAR98		MLWEE6M	RT	2904	071NN	AT	01MAR98	
MKWPX6M	RT	2546	078T	AT	01MAR98		MHXAP4M	RT	2662	073BB	AT	01MAR98	
MLXPX6M	RT	2328	078T	AT	01MAR98		MHWAP4M	RT	2742	073BB	AT	01MAR98	
MLWPX6M	RT	2378	078T	AT	01MAR98		MKXAP4M	RT	2252	073BB	AT	01MAR98	
<b>MONTREAL QU YMQ CAD</b>							MKWAP4M	RT	2332	073BB	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; CALCUTTA CCU</b>							MLXAP4M	RT	2062	073BB	AT	01MAR98	
F	DW	6144	057M	AT	01MAR98		MLWAP4M	RT	2122	073BB	AT	01MAR98	
C	DW	4050	047M	AT	01MAR98		MHXPX6M	RT	3061	078T	AT	01MAR98	
Y1	DW	3375	067M	AT	01MAR98		MHWXP6M	RT	3141	078T	AT	01MAR98	
Y2	DW	2217	067M	AT	01MAR98		MKXPX6M	RT	2588	078T	AT	01MAR98	
MHXEE6M	RT	3873	071NN	AT	01MAR98		MKWPX6M	RT	2668	078T	AT	01MAR98	
MHWEE6M	RT	3953	071NN	AT	01MAR98		MLXPX6M	RT	2369	078T	AT	01MAR98	
MKXEE6M	RT	3308	071NN	AT	01MAR98		MLWPX6M	RT	2429	078T	AT	01MAR98	
MKXEE6M	RT	3388	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; DHAKA DAC</b>						
MLXEE6M	RT	3045	071NN	AT	01MAR98		F	DW	6210	057M	AT	01MAR98	
MLWEE6M	RT	3105	071NN	AT	01MAR98		C	DW	4111	047M	AT	01MAR98	
MHXAP4M	RT	2862	073BB	AT	01MAR98		Y1	DW	3425	067M	AT	01MAR98	
MHWAP4M	RT	2942	073BB	AT	01MAR98		Y2	DW	2286	067M	AT	01MAR98	
MKXAP4M	RT	2453	073BB	AT	01MAR98		MHXEE4M	RT	3854	071NN	AT	01MAR98	
MKWAP4M	RT	2533	073BB	AT	01MAR98		MHWEE4M	RT	3934	071NN	AT	01MAR98	
MLXAP4M	RT	2263	073BB	AT	01MAR98		MKXEE4M	RT	3644	071NN	AT	01MAR98	
MLWAP4M	RT	2323	073BB	AT	01MAR98		MKXEE4M	RT	3724	071NN	AT	01MAR98	
MHXPX6M	RT	3261	078T	AT	01MAR98		MLXEE4M	RT	3435	071NN	AT	01MAR98	
MHWXP6M	RT	3341	078T	AT	01MAR98		MLWEE4M	RT	3495	071NN	AT	01MAR98	
MKXPX6M	RT	2790	078T	AT	01MAR98		<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>						
MKWPX6M	RT	2870	078T	AT	01MAR98		F	DW	5709	057M	AT	01MAR98	
MLXPX6M	RT	2570	078T	AT	01MAR98		C	DW	3822	047M	AT	01MAR98	
MLWPX6M	RT	2630	078T	AT	01MAR98		Y1	DW	3187	067M	AT	01MAR98	

## YMQ-ISB

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MONTREAL QU YMQ CAD</b>							<b>MUMBAI BOM INR</b>						
>>>> ISLAMABAD ISB							>>>> LOS ANGEL CA LAX						
Y2	DW	2093	067M	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
MHXEE4M	RT	3061	071F	AT	01MAR98		MHWEE4M	RT	85010	071CC	AT	01MAR98	
MHWEE4M	RT	3141	071F	AT	01MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
MKXEE4M	RT	2920	071F	AT	01MAR98		MLWEE4M	RT	76825	071CC	AT	01MAR98	
MKWEE4M	RT	3000	071F	AT	01MAR98		MHXEE6M	RT	93930	072N	AT	01MAR98	
MLXEE4M	RT	2779	071F	AT	01MAR98		MHWEE6M	RT	96080	072N	AT	01MAR98	
MLWEE4M	RT	2839	071F	AT	01MAR98		MLXEE6M	RT	85395	072N	AT	01MAR98	
MHXEE6M	RT	3442	071NN	AT	01MAR98		MLWEE6M	RT	86895	072N	AT	01MAR98	
MHWEE6M	RT	3522	071NN	AT	01MAR98		>>>> MEXICO CITY MEX						
MKXEE6M	RT	3285	071NN	AT	01MAR98		F	00	142955	057M	AT	01MAR98	
MKWEE6M	RT	3365	071NN	AT	01MAR98		F	RT	264825	057M	AT	01MAR98	
MLXEE6M	RT	3129	071NN	AT	01MAR98		C	00	92100	047M	AT	01MAR98	
MLWEE6M	RT	3189	071NN	AT	01MAR98		C	RT	171915	047M	AT	01MAR98	
>>>> KABUL KBL							Y	00	74815	067M	AT	01MAR98	
F	DW	5872	057M	AT	01MAR98		Y	RT	138410	067M	AT	01MAR98	
C	DW	3849	047M	AT	01MAR98		MHXEE4M	RT	83235	071CC	AT	01MAR98	
Y	DW	3209	067M	AT	01MAR98		MHWEE4M	RT	85385	071CC	AT	01MAR98	
>>>> KARACHI KHI							MLXEE4M	RT	76790	071CC	AT	01MAR98	
F	DW	5585	057M	AT	01MAR98		MLWEE4M	RT	78290	071CC	AT	01MAR98	
C	DW	3679	047M	AT	01MAR98		>>>> MONTREAL QU YMQ						
Y1	DW	3065	067M	AT	01MAR98		F	00	115885	057M	AT	01MAR98	
Y2	DW	1989	067M	AT	01MAR98		F	RT	210685	057M	AT	01MAR98	
MHXEE4M	RT	3061	071F	AT	01MAR98		C	00	67460	047M	AT	01MAR98	
MHWEE4M	RT	3141	071F	AT	01MAR98		C	RT	122640	047M	AT	01MAR98	
MKXEE4M	RT	2920	071F	AT	01MAR98		Y1	00	58665	067M	AT	01MAR98	
MKWEE4M	RT	3000	071F	AT	01MAR98		Y2	00	46935	067M	AT	01MAR98	
MLXEE4M	RT	2779	071F	AT	01MAR98		Y	RT	108535	067M	AT	01MAR98	
MLWEE4M	RT	2839	071F	AT	01MAR98		MHXEE4M	RT	61205	071CC	AT	01MAR98	
MHXEE6M	RT	3442	071NN	AT	01MAR98		MHWEE4M	RT	63355	071CC	AT	01MAR98	
MHWEE6M	RT	3522	071NN	AT	01MAR98		MLXEE4M	RT	54750	071CC	AT	01MAR98	
MKXEE6M	RT	3285	071NN	AT	01MAR98		MLWEE4M	RT	56250	071CC	AT	01MAR98	
MKWEE6M	RT	3365	071NN	AT	01MAR98		MHXEE6M	RT	71140	072N	AT	01MAR98	
MLXEE6M	RT	3129	071NN	AT	01MAR98		MHWEE6M	RT	73290	072N	AT	01MAR98	
MLWEE6M	RT	3189	071NN	AT	01MAR98		MLXEE6M	RT	63660	072N	AT	01MAR98	
>>>> KATHMANDU KTM							MLWEE6M	RT	65160	072N	AT	01MAR98	
F	DW	6144	057M	AT	01MAR98		>>>> NEW YORK NY NYC						
C	DW	4033	047M	AT	01MAR98		F	00	115885	057M	AT	01MAR98	
Y	DW	3360	067M	AT	01MAR98		F	RT	210685	057M	AT	01MAR98	
MHXEE4M	RT	3969	071NN	AT	01MAR98		C	00	67460	047M	AT	01MAR98	
MHWEE4M	RT	4049	071NN	AT	01MAR98		C	RT	122640	047M	AT	01MAR98	
MKXEE4M	RT	3754	071NN	AT	01MAR98		Y1	00	58665	067M	AT	01MAR98	
MKWEE4M	RT	3834	071NN	AT	01MAR98		Y2	00	46935	067M	AT	01MAR98	
MLXEE4M	RT	3540	071NN	AT	01MAR98		Y	RT	108535	067M	AT	01MAR98	
MLWEE4M	RT	3600	071NN	AT	01MAR98		MHXEE4M	RT	61205	071CC	AT	01MAR98	
>>>> LAHORE LHE							MHWEE4M	RT	63355	071CC	AT	01MAR98	
MHXEE6M	RT	3442	071NN	AT	01MAR98		MLXEE4M	RT	54750	071CC	AT	01MAR98	
MHWEE6M	RT	3522	071NN	AT	01MAR98		MLWEE4M	RT	56250	071CC	AT	01MAR98	
MKXEE6M	RT	3285	071NN	AT	01MAR98		MHXEE6M	RT	71140	072N	AT	01MAR98	
MKWEE6M	RT	3365	071NN	AT	01MAR98		MHWEE6M	RT	73290	072N	AT	01MAR98	
MLXEE6M	RT	3129	071NN	AT	01MAR98		MLXEE6M	RT	63660	072N	AT	01MAR98	
MLWEE6M	RT	3189	071NN	AT	01MAR98		MLWEE6M	RT	65160	072N	AT	01MAR98	
>>>> MUMBAI BOM							>>>> SAN FRANCISCO SFO						
F	DW	5941	057M	AT	01MAR98		MHXEE4M	RT	82860	071CC	AT	01MAR98	
C	DW	3860	047M	AT	01MAR98		MHWEE4M	RT	85010	071CC	AT	01MAR98	
Y1	DW	3216	067M	AT	01MAR98		MLXEE4M	RT	75325	071CC	AT	01MAR98	
Y2	DW	2093	067M	AT	01MAR98		MLWEE4M	RT	76825	071CC	AT	01MAR98	
MHXEE6M	RT	3672	071NN	AT	01MAR98		MHXEE6M	RT	93930	072N	AT	01MAR98	
MHWEE6M	RT	3752	071NN	AT	01MAR98		MHWEE6M	RT	96080	072N	AT	01MAR98	
MKXEE6M	RT	3106	071NN	AT	01MAR98		MLXEE6M	RT	85395	072N	AT	01MAR98	
MKWEE6M	RT	3186	071NN	AT	01MAR98		MLWEE6M	RT	86895	072N	AT	01MAR98	
MLXEE6M	RT	2844	071NN	AT	01MAR98		>>>> NEW YORK NY NYC						
MLWEE6M	RT	2904	071NN	AT	01MAR98		F	00	115885	057M	AT	01MAR98	
MHXAP4M	RT	2662	07388	AT	01MAR98		F	RT	210685	057M	AT	01MAR98	
MHWAP4M	RT	2742	07388	AT	01MAR98		C	00	67460	047M	AT	01MAR98	
MKXAP4M	RT	2252	07388	AT	01MAR98		C	RT	122640	047M	AT	01MAR98	
MKWAP4M	RT	2332	07388	AT	01MAR98		Y1	00	58665	067M	AT	01MAR98	
MLXAP4M	RT	2062	07388	AT	01MAR98		Y2	00	46935	067M	AT	01MAR98	
MLWAP4M	RT	2122	07388	AT	01MAR98		Y	RT	108535	067M	AT	01MAR98	

Date: 28-OCT-97

BOM-SFO

## BOM-SEA

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>MUMBAI BOM INR</b>													
>>>> SEATTLE WA SEA													
MHXEE4M	RT	82860	071CC	AT	01MAR98		MHXEE6M	RT	2814	071NN	AT	01MAR98	
MHWEE4M	RT	85010	071CC	AT	01MAR98		MHWEE6M	RT	2874	071NN	AT	01MAR98	
MLXEE4M	RT	75325	071CC	AT	01MAR98		MKXEE6M	RT	2403	071NN	AT	01MAR98	
MLWEE4M	RT	76825	071CC	AT	01MAR98		MKWEE6M	RT	2463	071NN	AT	01MAR98	
MHXEE6M	RT	93930	072N	AT	01MAR98		MLXEE6M	RT	2212	071NN	AT	01MAR98	
MHWEE6M	RT	96080	072N	AT	01MAR98		MLWEE6M	RT	2262	071NN	AT	01MAR98	
MLXEE6M	RT	85395	072N	AT	01MAR98		MHXAP4M	RT	2080	073BB	AT	01MAR98	
MLWEE6M	RT	86895	072N	AT	01MAR98		MHWAP4M	RT	2140	073BB	AT	01MAR98	
>>>> TORONTO OT YTO							MKXAP4M	RT	1782	073BB	AT	01MAR98	
F	00	124410	057M	AT	01MAR98		MKWAP4M	RT	1842	073BB	AT	01MAR98	
F	RT	226190	057M	AT	01MAR98		MLXAP4M	RT	1644	073BB	AT	01MAR98	
C	00	72555	047M	AT	01MAR98		MLWAP4M	RT	1694	073BB	AT	01MAR98	
C	RT	131905	047M	AT	01MAR98		MHXPX6M	RT	2370	078T	AT	01MAR98	
Y1	00	63090	067M	AT	01MAR98		MHWXP6M	RT	2430	078T	AT	01MAR98	
Y2	00	50475	067M	AT	01MAR98		MKXPX6M	RT	2027	078T	AT	01MAR98	
Y	RT	116720	067M	AT	01MAR98		MKWPX6M	RT	2087	078T	AT	01MAR98	
MHXEE4M	RT	65965	071CC	AT	01MAR98		MLXPX6M	RT	1868	078T	AT	01MAR98	
MHWEE4M	RT	68115	071CC	AT	01MAR98		MLWPX6M	RT	1918	078T	AT	01MAR98	
MLXEE4M	RT	59500	071CC	AT	01MAR98		>>>> COLOMBO CMB						
MLWEE4M	RT	61000	071CC	AT	01MAR98		F	0W	5062	057M	AT	01MAR98	
MHXEE6M	RT	75885	072N	AT	01MAR98		C	0W	3401	047M	AT	01MAR98	
MHWEE6M	RT	78035	072N	AT	01MAR98		Y	0W	2808	067M	AT	01MAR98	
MLXEE6M	RT	68415	072N	AT	01MAR98		MHXEE4M	RT	3110	071NN	AT	01MAR98	
MLWEE6M	RT	69915	072N	AT	01MAR98		MHWEE4M	RT	3170	071NN	AT	01MAR98	
>>>> VANCOUVER BC YVR							MKXEE4M	RT	2914	071NN	AT	01MAR98	
F	00	155655	057M	AT	01MAR98		MKWEE4M	RT	2974	071NN	AT	01MAR98	
F	RT	290225	057M	AT	01MAR98		MLXEE4M	RT	2771	071NN	AT	01MAR98	
C	00	98940	047M	AT	01MAR98		MLWEE4M	RT	2821	071NN	AT	01MAR98	
C	RT	185600	047M	AT	01MAR98		>>>> DELHI DEL						
Y1	00	84895	067M	AT	01MAR98		F	0W	4839	057M	AT	01MAR98	
Y2	00	73165	067M	AT	01MAR98		C	0W	3176	047M	AT	01MAR98	
Y	RT	157060	067M	AT	01MAR98		Y1	0W	2622	067M	AT	01MAR98	
MHXEE4M	RT	82860	071CC	AT	01MAR98		Y2	0W	1705	067M	AT	01MAR98	
MHWEE4M	RT	85010	071CC	AT	01MAR98		MHXEE6M	RT	2668	071NN	AT	01MAR98	
MLXEE4M	RT	75325	071CC	AT	01MAR98		MHWEE6M	RT	2728	071NN	AT	01MAR98	
MLWEE4M	RT	76825	071CC	AT	01MAR98		MKXEE6M	RT	2258	071NN	AT	01MAR98	
MHXEE6M	RT	93930	072N	AT	01MAR98		MKWEE6M	RT	2318	071NN	AT	01MAR98	
MHWEE6M	RT	96080	072N	AT	01MAR98		MLXEE6M	RT	2066	071NN	AT	01MAR98	
MLXEE6M	RT	85395	072N	AT	01MAR98		MLWEE6M	RT	2116	071NN	AT	01MAR98	
MLWEE6M	RT	86895	072N	AT	01MAR98		MHXAP4M	RT	1934	073BB	AT	01MAR98	
>>>> NEW YORK NY NYC USD							MHWAP4M	RT	1994	073BB	AT	01MAR98	
>>>> CALCUTTA CCU							MKXAP4M	RT	1636	073BB	AT	01MAR98	
F	0W	5005	057M	AT	01MAR98		MKWAP4M	RT	1696	073BB	AT	01MAR98	
C	0W	3331	047M	AT	01MAR98		MLXAP4M	RT	1498	073BB	AT	01MAR98	
Y1	0W	2749	067M	AT	01MAR98		MLWAP4M	RT	1548	073BB	AT	01MAR98	
Y2	0W	1805	067M	AT	01MAR98		MHXPX6M	RT	2224	078T	AT	01MAR98	
MHXEE6M	RT	2814	071NN	AT	01MAR98		MHWXP6M	RT	2284	078T	AT	01MAR98	
MHWEE6M	RT	2874	071NN	AT	01MAR98		MKXPX6M	RT	1881	078T	AT	01MAR98	
MKXEE6M	RT	2403	071NN	AT	01MAR98		MKWPX6M	RT	1941	078T	AT	01MAR98	
MKWEE6M	RT	2463	071NN	AT	01MAR98		MLXPX6M	RT	1722	078T	AT	01MAR98	
MLXEE6M	RT	2212	071NN	AT	01MAR98		MLWPX6M	RT	1772	078T	AT	01MAR98	
MLWEE6M	RT	2262	071NN	AT	01MAR98		>>>> DHAKA DAC						
MHXAP4M	RT	2080	073BB	AT	01MAR98		F	0W	5059	057M	AT	01MAR98	
MHWAP4M	RT	2140	073BB	AT	01MAR98		C	0W	3380	047M	AT	01MAR98	
MKXAP4M	RT	1782	073BB	AT	01MAR98		Y1	0W	2789	067M	AT	01MAR98	
MKWAP4M	RT	1842	073BB	AT	01MAR98		Y2	0W	1861	067M	AT	01MAR98	
MLXAP4M	RT	1644	073BB	AT	01MAR98		MHXEE4M	RT	3019	071NN	AT	01MAR98	
MLWAP4M	RT	1694	073BB	AT	01MAR98		MHWEE4M	RT	3079	071NN	AT	01MAR98	
MHXPX6M	RT	2370	078T	AT	01MAR98		MKXEE4M	RT	2828	071NN	AT	01MAR98	
MHWXP6M	RT	2430	078T	AT	01MAR98		MKWEE4M	RT	2888	071NN	AT	01MAR98	
MKXPX6M	RT	2027	078T	AT	01MAR98		MHXEE4M	RT	2690	071NN	AT	01MAR98	
MKWPX6M	RT	2087	078T	AT	01MAR98		MLWEE4M	RT	2740	071NN	AT	01MAR98	
MLXPX6M	RT	1868	078T	AT	01MAR98		>>>> ISLAMABAD ISB						
MLWPX6M	RT	1918	078T	AT	01MAR98		F	0W	4649	057M	AT	01MAR98	
>>>> CHENNAI MAA							C	0W	3143	047M	AT	01MAR98	
F	0W	5005	057M	AT	01MAR98		Y1	0W	2595	067M	AT	01MAR98	
C	0W	3331	047M	AT	01MAR98		Y2	0W	1705	067M	AT	01MAR98	
Y1	0W	2749	067M	AT	01MAR98		MHXEE4M	RT	2399	071F	AT	01MAR98	
Y2	0W	1805	067M	AT	01MAR98		MHWEE4M	RT	2459	071F	AT	01MAR98	
							MKXEE4M	RT	2290	071F	AT	01MAR98	
							MKWEE4M	RT	2350	071F	AT	01MAR98	

## NYC-ISB

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>NEW YORK NY NYC USD</b>							<b>MLWPX6M RT 1772 078T AT 01MAR98</b>						
<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>							<b>SAN FRANCI CA SFO USD</b>						
MLXEE4M	RT	2178	071F	AT	01MAR98		<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>						
MLWEE4M	RT	2228	071F	AT	01MAR98		MHXEE6M	RT	2979	071NN	AT	01MAR98	
MHXEE6M	RT	2696	071NN	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
MHWEE6M	RT	2756	071NN	AT	01MAR98		MKXEE6M	RT	2844	071NN	AT	01MAR98	
MKXEE6M	RT	2573	071NN	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
MKWEE6M	RT	2633	071NN	AT	01MAR98		MLXEE6M	RT	2708	071NN	AT	01MAR98	
MLXEE6M	RT	2451	071NN	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
MLWEE6M	RT	2501	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>						
<b>&gt;&gt;&gt;&gt; KABUL KBL</b>							MHXEE6M	RT	2979	071NN	AT	01MAR98	
F	OW	4783	057M	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
C	OW	3167	047M	AT	01MAR98		MKXEE6M	RT	2844	071NN	AT	01MAR98	
Y	OW	2615	067M	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>							MLXEE6M	RT	2708	071NN	AT	01MAR98	
F	OW	4551	057M	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
C	OW	3026	047M	AT	01MAR98		<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>						
Y1	OW	2498	067M	AT	01MAR98		MHXEE6M	RT	2979	071NN	AT	01MAR98	
Y2	OW	1621	067M	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
MHXEE4M	RT	2399	071F	AT	01MAR98		MKXEE6M	RT	2844	071NN	AT	01MAR98	
MHWEE4M	RT	2459	071F	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
MKXEE4M	RT	2290	071F	AT	01MAR98		MLXEE6M	RT	2708	071NN	AT	01MAR98	
MKWEE4M	RT	2350	071F	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
MLXEE4M	RT	2178	071F	AT	01MAR98		<b>SEATTLE WA SEA USD</b>						
MLWEE4M	RT	2228	071F	AT	01MAR98		<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>						
MHXEE6M	RT	2696	071NN	AT	01MAR98		MHXEE6M	RT	2979	071NN	AT	01MAR98	
MHWEE6M	RT	2756	071NN	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
MKXEE6M	RT	2573	071NN	AT	01MAR98		MKXEE6M	RT	2844	071NN	AT	01MAR98	
MKWEE6M	RT	2633	071NN	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
MLXEE6M	RT	2451	071NN	AT	01MAR98		MLXEE6M	RT	2708	071NN	AT	01MAR98	
MLWEE6M	RT	2501	071NN	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; KATHMANDU KTM</b>							<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>						
F	OW	5005	057M	AT	01MAR98		MHXEE6M	RT	2979	071NN	AT	01MAR98	
C	OW	3317	047M	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
Y	OW	2737	067M	AT	01MAR98		MKXEE6M	RT	2844	071NN	AT	01MAR98	
MHXEE4M	RT	3110	071NN	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
MHWEE4M	RT	3170	071NN	AT	01MAR98		MLXEE6M	RT	2708	071NN	AT	01MAR98	
MKXEE4M	RT	2914	071NN	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
MKWEE4M	RT	2974	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>						
MLXEE4M	RT	2771	071NN	AT	01MAR98		MHXEE6M	RT	2979	071NN	AT	01MAR98	
MLWEE4M	RT	2821	071NN	AT	01MAR98		MHWEE6M	RT	3039	071NN	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>							MKXEE6M	RT	2844	071NN	AT	01MAR98	
MHXEE6M	RT	2696	071NN	AT	01MAR98		MKWEE6M	RT	2904	071NN	AT	01MAR98	
MHWEE6M	RT	2756	071NN	AT	01MAR98		MLXEE6M	RT	2708	071NN	AT	01MAR98	
MKXEE6M	RT	2573	071NN	AT	01MAR98		MLWEE6M	RT	2758	071NN	AT	01MAR98	
MKWEE6M	RT	2633	071NN	AT	01MAR98		<b>TORONTO OT YTO CAD</b>						
MLXEE6M	RT	2451	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; CALCUTTA CCU</b>						
MLWEE6M	RT	2501	071NN	AT	01MAR98		F	OW	6388	057M	AT	01MAR98	
<b>&gt;&gt;&gt;&gt; MUMBAI BOM</b>							C	OW	4245	047M	AT	01MAR98	
F	OW	4839	057M	AT	01MAR98		Y1	OW	3537	067M	AT	01MAR98	
C	OW	3176	047M	AT	01MAR98		Y2	OW	2380	067M	AT	01MAR98	
Y1	OW	2622	067M	AT	01MAR98		<b>&gt;&gt;&gt;&gt; CHENNAI MAA</b>						
Y2	OW	1705	067M	AT	01MAR98		F	OW	6388	057M	AT	01MAR98	
MHXEE6M	RT	2668	071NN	AT	01MAR98		C	OW	4245	047M	AT	01MAR98	
MHWEE6M	RT	2728	071NN	AT	01MAR98		Y1	OW	3537	067M	AT	01MAR98	
MKXEE6M	RT	2258	071NN	AT	01MAR98		Y2	OW	2380	067M	AT	01MAR98	
MKWEE6M	RT	2318	071NN	AT	01MAR98		<b>&gt;&gt;&gt;&gt; DELHI DEL</b>						
MLXEE6M	RT	2066	071NN	AT	01MAR98		F	OW	6183	057M	AT	01MAR98	
MLWEE6M	RT	2116	071NN	AT	01MAR98		C	OW	4056	047M	AT	01MAR98	
MHXAP4M	RT	1934	07388	AT	01MAR98		Y1	OW	3380	067M	AT	01MAR98	
MHWAP4M	RT	1994	07388	AT	01MAR98		Y2	OW	2255	067M	AT	01MAR98	
MKXAP4M	RT	1636	07388	AT	01MAR98		<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>						
MKWAP4M	RT	1696	07388	AT	01MAR98		F	OW	5952	057M	AT	01MAR98	
MLXAP4M	RT	1498	07388	AT	01MAR98		C	OW	4017	047M	AT	01MAR98	
MLWAP4M	RT	1548	07388	AT	01MAR98		Y1	OW	3348	067M	AT	01MAR98	
MHXPX6M	RT	2224	078T	AT	01MAR98								
MHWPX6M	RT	2284	078T	AT	01MAR98								
MKXPX6M	RT	1881	078T	AT	01MAR98								
MWXPX6M	RT	1941	078T	AT	01MAR98								
MLXPX6M	RT	1722	078T	AT	01MAR98								

Date: 28-OCT-97

YTO-ISB

## YTO-ISB

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>TORONTO OT YTO CAD</b>							<b>MLWEE6M RT 3606 071NN AT 01MAR98</b>						
<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>							<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>						
Y2	OW	2255	067M	AT	01MAR98		MHXEE6M	RT	3900	071NN	AT	01MAR98	
MHXEE4M	RT	3271	071F	AT	01MAR98		MHWEE6M	RT	3980	071NN	AT	01MAR98	
MHWEE4M	RT	3351	071F	AT	01MAR98		MKXEE6M	RT	3723	071NN	AT	01MAR98	
MKXEE4M	RT	3125	071F	AT	01MAR98		MKXEE6M	RT	3803	071NN	AT	01MAR98	
MKXEE4M	RT	3205	071F	AT	01MAR98		MLXEE6M	RT	3546	071NN	AT	01MAR98	
MLXEE4M	RT	2974	071F	AT	01MAR98		MLWEE6M	RT	3606	071NN	AT	01MAR98	
MLWEE4M	RT	3034	071F	AT	01MAR98								
MHXEE6M	RT	3657	071NN	AT	01MAR98								
MHWEE6M	RT	3737	071NN	AT	01MAR98								
MKXEE6M	RT	3491	071NN	AT	01MAR98								
MKXEE6M	RT	3571	071NN	AT	01MAR98								
MLXEE6M	RT	3325	071NN	AT	01MAR98								
MLWEE6M	RT	3385	071NN	AT	01MAR98								
<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>													
F	OW	5830	057M	AT	01MAR98								
C	OW	3875	047M	AT	01MAR98								
Y1	OW	3228	067M	AT	01MAR98								
Y2	OW	2153	067M	AT	01MAR98								
MHXEE4M	RT	3271	071F	AT	01MAR98								
MHWEE4M	RT	3351	071F	AT	01MAR98								
MKXEE4M	RT	3125	071F	AT	01MAR98								
MKXEE4M	RT	3205	071F	AT	01MAR98								
MLXEE4M	RT	2974	071F	AT	01MAR98								
MLWEE4M	RT	3034	071F	AT	01MAR98								
MHXEE6M	RT	3657	071NN	AT	01MAR98								
MHWEE6M	RT	3737	071NN	AT	01MAR98								
MKXEE6M	RT	3491	071NN	AT	01MAR98								
MKXEE6M	RT	3571	071NN	AT	01MAR98								
MLXEE6M	RT	3325	071NN	AT	01MAR98								
MLWEE6M	RT	3385	071NN	AT	01MAR98								
<b>&gt;&gt;&gt;&gt; LAHORE LHE</b>													
MHXEE6M	RT	3657	071NN	AT	01MAR98								
MHWEE6M	RT	3737	071NN	AT	01MAR98								
MKXEE6M	RT	3491	071NN	AT	01MAR98								
MKXEE6M	RT	3571	071NN	AT	01MAR98								
MLXEE6M	RT	3325	071NN	AT	01MAR98								
MLWEE6M	RT	3385	071NN	AT	01MAR98								
<b>&gt;&gt;&gt;&gt; MUMBAI BOM</b>													
F	OW	6183	057M	AT	01MAR98								
C	OW	4056	047M	AT	01MAR98								
Y1	OW	3380	067M	AT	01MAR98								
Y2	OW	2255	067M	AT	01MAR98								
<b>VANCOUVER BC YVR CAD</b>													
<b>&gt;&gt;&gt;&gt; ISLAMABAD ISB</b>													
MHXEE4M	RT	3573	071F	AT	01MAR98								
MHWEE4M	RT	3653	071F	AT	01MAR98								
MKXEE4M	RT	3410	071F	AT	01MAR98								
MKXEE4M	RT	3490	071F	AT	01MAR98								
MLXEE4M	RT	3248	071F	AT	01MAR98								
MLWEE4M	RT	3308	071F	AT	01MAR98								
MHXEE6M	RT	3900	071NN	AT	01MAR98								
MHWEE6M	RT	3980	071NN	AT	01MAR98								
MKXEE6M	RT	3723	071NN	AT	01MAR98								
MKXEE6M	RT	3803	071NN	AT	01MAR98								
MLXEE6M	RT	3546	071NN	AT	01MAR98								
MLWEE6M	RT	3606	071NN	AT	01MAR98								
<b>&gt;&gt;&gt;&gt; KARACHI KHI</b>													
MHXEE4M	RT	3573	071F	AT	01MAR98								
MHWEE4M	RT	3653	071F	AT	01MAR98								
MKXEE4M	RT	3410	071F	AT	01MAR98								
MKXEE4M	RT	3490	071F	AT	01MAR98								
MLXEE4M	RT	3248	071F	AT	01MAR98								
MLWEE4M	RT	3308	071F	AT	01MAR98								
MHXEE6M	RT	3900	071NN	AT	01MAR98								
MHWEE6M	RT	3980	071NN	AT	01MAR98								
MKXEE6M	RT	3723	071NN	AT	01MAR98								
MKXEE6M	RT	3803	071NN	AT	01MAR98								
MLXEE6M	RT	3546	071NN	AT	01MAR98								



## SPECIFIED PASSENGER FARES TABLES

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NATL - SOUTH EAST ASIA



## BKK-YMQ

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>BANGKOK BKK THB</b>							<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>						
>>>> MONTREAL QU YMQ							>>>> MONTREAL QU YMQ						
MHWAP	00	37115	073F	AT	01MAR98	30JUN98	F	OW	45460	057M	AT	01MAR98	
MHWAP	00	38230	073F	AT	01JUL98		C	OW	30710	047M	AT	01MAR98	
MKXAP	00	34650	073F	AT	01MAR98	30JUN98	Y	OW	25090	067M	AT	01MAR98	
MKXAP	00	35690	073F	AT	01JUL98		MHXEE6M	RT	35210	071P	AT	01MAR98	
MKWAP	00	35470	073F	AT	01MAR98	30JUN98	MHWEE6M	RT	35730	071P	AT	01MAR98	
MKWAP	00	36535	073F	AT	01JUL98		MKXEE6M	RT	33610	071P	AT	01MAR98	
MLXAP	00	33000	073F	AT	01MAR98	30JUN98	MKWEE6M	RT	34130	071P	AT	01MAR98	
MLXAP	00	33990	073F	AT	01JUL98		MLXEE6M	RT	32010	071P	AT	01MAR98	
MLWAP	00	33610	073F	AT	01MAR98	30JUN98	MLWEE6M	RT	32440	071P	AT	01MAR98	
MLWAP	00	34620	073F	AT	01JUL98		MHXAP3M	RT	29330	073VV	AT	01MAR98	
MHXAP3M	RT	63435	073VV	AT	01MAR98	30JUN98	MHWAP3M	RT	29840	073VV	AT	01MAR98	
MHXAP3M	RT	65340	073VV	AT	01JUL98		MKXAP3M	RT	28000	073VV	AT	01MAR98	
MHWAP3M	RT	65110	073VV	AT	01MAR98	30JUN98	MKWAP3M	RT	28520	073VV	AT	01MAR98	
MHWAP3M	RT	67065	073VV	AT	01JUL98		MLXAP3M	RT	26670	073VV	AT	01MAR98	
MKXAP3M	RT	60615	073VV	AT	01MAR98	30JUN98	MLWAP3M	RT	27100	073VV	AT	01MAR98	
MKXAP3M	RT	62435	073VV	AT	01JUL98		>>>> NEW YORK NY NYC						
MKWAP3M	RT	62290	073VV	AT	01MAR98	30JUN98	F	OW	45460	057M	AT	01MAR98	
MKWAP3M	RT	64160	073VV	AT	01JUL98		C	OW	30710	047M	AT	01MAR98	
MLXAP3M	RT	57800	073VV	AT	01MAR98	30JUN98	Y	OW	25090	067M	AT	01MAR98	
MLXAP3M	RT	59535	073VV	AT	01JUL98		MHXEE6M	RT	35210	071P	AT	01MAR98	
MLWAP3M	RT	59195	073VV	AT	01MAR98	30JUN98	MHWEE6M	RT	35730	071P	AT	01MAR98	
MLWAP3M	RT	60975	073VV	AT	01JUL98		MKXEE6M	RT	33610	071P	AT	01MAR98	
>>>> NEW YORK NY NYC							MKWEE6M	RT	34130	071P	AT	01MAR98	
F	00	99090	057M	AT	01MAR98	30JUN98	MLXEE6M	RT	32010	071P	AT	01MAR98	
F	00	102065	057M	AT	01JUL98		MLWEE6M	RT	32440	071P	AT	01MAR98	
F	RT	194270	057M	AT	01MAR98	30JUN98	MHXAP3M	RT	29330	073VV	AT	01MAR98	
F	RT	200100	057M	AT	01JUL98		MHWAP3M	RT	29840	073VV	AT	01MAR98	
C	00	65155	047M	AT	01MAR98	30JUN98	MKXAP3M	RT	28000	073VV	AT	01MAR98	
C	00	67110	047M	AT	01JUL98		MKWAP3M	RT	28520	073VV	AT	01MAR98	
C	RT	127730	047M	AT	01MAR98	30JUN98	MLXAP3M	RT	26670	073VV	AT	01MAR98	
C	RT	131565	047M	AT	01JUL98		MLWAP3M	RT	27100	073VV	AT	01MAR98	
Y	00	54300	067M	AT	01MAR98	30JUN98	<b>EKATERINBURG SVX USD</b>						
Y	00	55930	067M	AT	01JUL98		>>>> MEXICO CITY MEX						
Y	RT	106440	067M	AT	01MAR98	30JUN98	F	OW	4892	057M	AT	01MAR98	
Y	RT	109635	067M	AT	01JUL98		C	OW	3499	047M	AT	01MAR98	
MHXEE6M	RT	69295	071P	AT	01MAR98	30JUN98	Y	OW	2796	067M	AT	01MAR98	
MHXEE6M	RT	71375	071P	AT	01JUL98		NEE4M	RT	3742	072W	AT	01MAR98	
MHWEE6M	RT	70970	071P	AT	01MAR98	30JUN98	>>>> MONTREAL QU YMQ						
MHWEE6M	RT	73100	071P	AT	01JUL98		F	OW	4146	057M	AT	01MAR98	
MKXEE6M	RT	66150	071P	AT	01MAR98	30JUN98	C	OW	2820	047M	AT	01MAR98	
MKXEE6M	RT	68135	071P	AT	01JUL98		Y	OW	2351	067M	AT	01MAR98	
MKWEE6M	RT	67825	071P	AT	01MAR98	30JUN98	NEE4M	RT	3057	072W	AT	01MAR98	
MKWEE6M	RT	69860	071P	AT	01JUL98		>>>> NEW YORK NY NYC						
MLXEE6M	RT	62995	071P	AT	01MAR98	30JUN98	F	OW	4146	057M	AT	01MAR98	
MLXEE6M	RT	64885	071P	AT	01JUL98		C	OW	2820	047M	AT	01MAR98	
MLWEE6M	RT	64390	071P	AT	01MAR98	30JUN98	Y	OW	2351	067M	AT	01MAR98	
MLWEE6M	RT	66325	071P	AT	01JUL98		NEE4M	RT	3057	072W	AT	01MAR98	
MHXAP3M	RT	63435	073VV	AT	01MAR98	30JUN98	<b>HO CHI MINH C SGN USD</b>						
MHXAP3M	RT	65340	073VV	AT	01JUL98		>>>> MEXICO CITY MEX						
MHWAP3M	RT	65110	073VV	AT	01MAR98	30JUN98	F	OW	5832	057M	AT	01MAR98	
MHWAP3M	RT	67065	073VV	AT	01JUL98		C	OW	4080	047M	AT	01MAR98	
MKXAP3M	RT	60615	073VV	AT	01MAR98	30JUN98	Y	OW	3280	067M	AT	01MAR98	
MKXAP3M	RT	62435	073VV	AT	01JUL98		MHXEE6M	RT	4616	071P	AT	01MAR98	
MKWAP3M	RT	62290	073VV	AT	01MAR98	30JUN98	MHWEE6M	RT	4681	071P	AT	01MAR98	
MKWAP3M	RT	64160	073VV	AT	01JUL98		MKXEE6M	RT	4437	071P	AT	01MAR98	
MLXAP3M	RT	57800	073VV	AT	01MAR98	30JUN98	MKWEE6M	RT	4502	071P	AT	01MAR98	
MLXAP3M	RT	59535	073VV	AT	01JUL98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MLWAP3M	RT	59195	073VV	AT	01MAR98	30JUN98	MLWEE6M	RT	4313	071P	AT	01MAR98	
MLWAP3M	RT	60975	073VV	AT	01JUL98		>>>> MONTREAL QU YMQ						
<b>BEIJING BJS CNY</b>							F	OW	5086	057M	AT	01MAR98	
>>>> MEXICO CITY MEX							C	OW	3402	047M	AT	01MAR98	
F	OW	51470	057M	AT	01MAR98		Y	OW	2836	067M	AT	01MAR98	
C	OW	36180	047M	AT	01MAR98		MHXEE6M	RT	3930	071P	AT	01MAR98	
Y	OW	28610	067M	AT	01MAR98		MHWEE6M	RT	3995	071P	AT	01MAR98	
MHXEE6M	RT	40380	071P	AT	01MAR98		MKXEE6M	RT	3752	071P	AT	01MAR98	
MHWEE6M	RT	40900	071P	AT	01MAR98		MKWEE6M	RT	3817	071P	AT	01MAR98	
MKXEE6M	RT	38780	071P	AT	01MAR98		MLXEE6M	RT	3572	071P	AT	01MAR98	
MKWEE6M	RT	39300	071P	AT	01MAR98		MLWEE6M	RT	3627	071P	AT	01MAR98	
MLXEE6M	RT	37180	071P	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLWEE6M	RT	37610	071P	AT	01MAR98		F	OW	5086	057M	AT	01MAR98	
>>>> MONTREAL QU YMQ							C	OW	3402	047M	AT	01MAR98	
F	OW	51470	057M	AT	01MAR98		Y	OW	2836	067M	AT	01MAR98	
C	OW	36180	047M	AT	01MAR98		MHXEE6M	RT	3930	071P	AT	01MAR98	
Y	OW	28610	067M	AT	01MAR98		MHWEE6M	RT	3995	071P	AT	01MAR98	
MHXEE6M	RT	40380	071P	AT	01MAR98		MKXEE6M	RT	3752	071P	AT	01MAR98	
MHWEE6M	RT	40900	071P	AT	01MAR98		MKWEE6M	RT	3817	071P	AT	01MAR98	
MKXEE6M	RT	38780	071P	AT	01MAR98		MLXEE6M	RT	3572	071P	AT	01MAR98	
MKWEE6M	RT	39300	071P	AT	01MAR98		MLWEE6M	RT	3627	071P	AT	01MAR98	
MLXEE6M	RT	37180	071P	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLWEE6M	RT	37610	071P	AT	01MAR98		F	OW	5086	057M	AT	01MAR98	
>>>> MONTREAL QU YMQ							C	OW	3402	047M	AT	01MAR98	
F	OW	51470	057M	AT	01MAR98		Y	OW	2836	067M	AT	01MAR98	
C	OW	36180	047M	AT	01MAR98		MHXEE6M	RT	3930	071P	AT	01MAR98	
Y	OW	28610	067M	AT	01MAR98		MHWEE6M	RT	3995	071P	AT	01MAR98	
MHXEE6M	RT	40380	071P	AT	01MAR98		MKXEE6M	RT	3752	071P	AT	01MAR98	
MHWEE6M	RT	40900	071P	AT	01MAR98		MKWEE6M	RT	3817	071P	AT	01MAR98	
MKXEE6M	RT	38780	071P	AT	01MAR98		MLXEE6M	RT	3572	071P	AT	01MAR98	
MKWEE6M	RT	39300	071P	AT	01MAR98		MLWEE6M	RT	3627	071P	AT	01MAR98	
MLXEE6M	RT	37180	071P	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLWEE6M	RT	37610	071P	AT	01MAR98		F	OW	5086	057M	AT	01MAR98	
>>>> MONTREAL QU YMQ							C	OW	3402	047M	AT	01MAR98	
F	OW	51470	057M	AT	01MAR98		Y	OW	2836	067M	AT	01MAR98	
C	OW	36180	047M	AT	01MAR98		MHXEE6M	RT	3930	071P	AT	01MAR98	
Y	OW	28610	067M	AT	01MAR98		MHWEE6M	RT	3995	071P	AT	01MAR98	
MHXEE6M	RT	40380	071P	AT	01MAR98		MKXEE6M	RT	3752	071P	AT	01MAR98	
MHWEE6M	RT	40900	071P	AT	01MAR98		MKWEE6M	RT	3817	071P	AT	01MAR98	
MKXEE6M	RT	38780	071P	AT	01MAR98		MLXEE6M	RT	3572	071P	AT	01MAR98	
MKWEE6M	RT	39300	071P	AT	01MAR98		MLWEE6M	RT	3627	071P	AT	01MAR98	
MLXEE6M	RT	37180	071P	AT	01MAR98		>>>> MONTREAL QU YMQ						
MLWEE6M	RT	37610	071P	AT	01MAR98		F	OW	5086	057M	AT	01MAR98	
>>>> MONTREAL QU YMQ							C	OW	3402	047M	AT	01MAR98	
F	OW	51470	057M	AT	01MAR98		Y	OW	2836	067M	AT	01MAR98	
C	OW	36180	047M	AT	01MAR98		MHXEE6M	RT	3930	071P	AT	01MAR98	
Y	OW	28610	067M	AT	01MAR98		MHWEE6M	RT	3995	071P	AT	01MAR98	
MHXEE6M	RT	40380	071P	AT	01MAR98		MKXEE6M	RT	3752	071P	AT	01MAR98	
MHWEE6M	RT	40900											

## SGN-YMQ

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>HO CHI MINH C SGN USD</b>							<b>C OW</b>						
>>>> MONTREAL QU YMQ							4396 047M AT 01MAR98						
MHXAP3M	RT	3275	073VV	AT	01MAR98		Y OW		3542	067M	AT	01MAR98	
MHWAP3M	RT	3340	073VV	AT	01MAR98		MHXEE6M	RT	4428	071P	AT	01MAR98	
MKXAP3M	RT	3127	073VV	AT	01MAR98		MHWEE6M	RT	4493	071P	AT	01MAR98	
MKWAP3M	RT	3192	073VV	AT	01MAR98		MKXEE6M	RT	4260	071P	AT	01MAR98	
MLXAP3M	RT	2978	073VV	AT	01MAR98		MKWEE6M	RT	4325	071P	AT	01MAR98	
MLWAP3M	RT	3031	073VV	AT	01MAR98		MLXEE6M	RT	4088	071P	AT	01MAR98	
							MLWEE6M	RT	4142	071P	AT	01MAR98	
>>>> NEW YORK NY NYC							>>>> MONTREAL QU YMQ						
F OW		5086	057M	AT	01MAR98		F OW		5141	057M	AT	01MAR98	
C OW		3402	047M	AT	01MAR98		C OW		3718	047M	AT	01MAR98	
Y OW		2836	067M	AT	01MAR98		Y OW		3098	067M	AT	01MAR98	
MHXEE6M	RT	3930	071P	AT	01MAR98		MHXEE6M	RT	3742	071P	AT	01MAR98	
MHWEE6M	RT	3995	071P	AT	01MAR98		MHWEE6M	RT	3807	071P	AT	01MAR98	
MKXEE6M	RT	3752	071P	AT	01MAR98		MKXEE6M	RT	3573	071P	AT	01MAR98	
MKWEE6M	RT	3817	071P	AT	01MAR98		MKWEE6M	RT	3638	071P	AT	01MAR98	
MLXEE6M	RT	3572	071P	AT	01MAR98		MLXEE6M	RT	3402	071P	AT	01MAR98	
MLWEE6M	RT	3627	071P	AT	01MAR98		MLWEE6M	RT	3457	071P	AT	01MAR98	
MHXAP3M	RT	3275	073VV	AT	01MAR98		MHXAP	DD	1815	073F	AT	01MAR98	
MHWAP3M	RT	3340	073VV	AT	01MAR98		MHWAP	DD	1847	073F	AT	01MAR98	
MKXAP3M	RT	3127	073VV	AT	01MAR98		MKXAP	DD	1733	073F	AT	01MAR98	
MKWAP3M	RT	3192	073VV	AT	01MAR98		MKWAP	DD	1764	073F	AT	01MAR98	
MLXAP3M	RT	2978	073VV	AT	01MAR98		MLXAP	DD	1651	073F	AT	01MAR98	
MLWAP3M	RT	3031	073VV	AT	01MAR98		MLWAP	DD	1674	073F	AT	01MAR98	
<b>HONG KONG HKG HKD</b>							MHXAP3M	RT	3428	073VV	AT	01MAR98	
>>>> MEXICO CITY MEX							MHWAP3M	RT	3493	073VV	AT	01MAR98	
F OW		47510	057M	AT	01MAR98		MKXAP3M	RT	3274	073VV	AT	01MAR98	
C OW		33160	047M	AT	01MAR98		MKWAP3M	RT	3339	073VV	AT	01MAR98	
Y OW		26690	067M	AT	01MAR98		MLXAP3M	RT	3116	073VV	AT	01MAR98	
MHXEE6M	RT	32710	071P	AT	01MAR98		MLWAP3M	RT	3171	073VV	AT	01MAR98	
MHWEE6M	RT	33200	071P	AT	01MAR98								
MKXEE6M	RT	31460	071P	AT	01MAR98		>>>> NEW YORK NY NYC						
MKWEE6M	RT	31960	071P	AT	01MAR98		F OW		5141	057M	AT	01MAR98	
MLXEE6M	RT	30210	071P	AT	01MAR98		C OW		3718	047M	AT	01MAR98	
MLWEE6M	RT	30630	071P	AT	01MAR98		Y OW		3098	067M	AT	01MAR98	
>>>> MONTREAL QU YMQ							MHXEE6M	RT	3742	071P	AT	01MAR98	
F OW		41750	057M	AT	01MAR98		MHWEE6M	RT	3807	071P	AT	01MAR98	
C OW		27910	047M	AT	01MAR98		MKXEE6M	RT	3573	071P	AT	01MAR98	
Y OW		23260	067M	AT	01MAR98		MKWEE6M	RT	3638	071P	AT	01MAR98	
MHXEE6M	RT	27390	071P	AT	01MAR98		MLXEE6M	RT	3402	071P	AT	01MAR98	
MHWEE6M	RT	27890	071P	AT	01MAR98		MLWEE6M	RT	3457	071P	AT	01MAR98	
MKXEE6M	RT	26150	071P	AT	01MAR98		MHXAP3M	RT	3428	073VV	AT	01MAR98	
MKWEE6M	RT	26640	071P	AT	01MAR98		MHWAP3M	RT	3493	073VV	AT	01MAR98	
MLXEE6M	RT	24900	071P	AT	01MAR98		MKXAP3M	RT	3274	073VV	AT	01MAR98	
MLWEE6M	RT	25320	071P	AT	01MAR98		MKWAP3M	RT	3339	073VV	AT	01MAR98	
MHXAP3M	RT	23790	073VV	AT	01MAR98		MLXAP3M	RT	3116	073VV	AT	01MAR98	
MHWAP3M	RT	24290	073VV	AT	01MAR98		MLWAP3M	RT	3171	073VV	AT	01MAR98	
MKXAP3M	RT	22270	073VV	AT	01MAR98		<b>KUALA LUMPUR KUL MYR</b>						
MKWAP3M	RT	22760	073VV	AT	01MAR98		>>>> MEXICO CITY MEX						
MLXAP3M	RT	20750	073VV	AT	01MAR98		F OW		12253	057M	AT	01MAR98	30JUN98
MLWAP3M	RT	21170	073VV	AT	01MAR98		F OW		12621	057M	AT	01JUL98	
>>>> NEW YORK NY NYC							C OW		9189	047M	AT	01MAR98	30JUN98
F OW		41750	057M	AT	01MAR98		C OW		9465	047M	AT	01JUL98	
C OW		27910	047M	AT	01MAR98		Y OW		7360	067M	AT	01MAR98	30JUN98
Y OW		23260	067M	AT	01MAR98		Y OW		7581	067M	AT	01JUL98	
MHXEE6M	RT	27390	071P	AT	01MAR98		MHXEE6M	RT	10531	071P	AT	01MAR98	30JUN98
MHWEE6M	RT	27890	071P	AT	01MAR98		MHXEE6M	RT	10847	071P	AT	01JUL98	
MKXEE6M	RT	26150	071P	AT	01MAR98		MHWEE6M	RT	10693	071P	AT	01MAR98	30JUN98
MKWEE6M	RT	26640	071P	AT	01MAR98		MHWEE6M	RT	11014	071P	AT	01JUL98	
MLXEE6M	RT	24900	071P	AT	01MAR98		MKXEE6M	RT	10130	071P	AT	01MAR98	30JUN98
MLWEE6M	RT	25320	071P	AT	01MAR98		MKXEE6M	RT	10434	071P	AT	01JUL98	
MHXAP3M	RT	23790	073VV	AT	01MAR98		MKWEE6M	RT	10291	071P	AT	01MAR98	30JUN98
MHWAP3M	RT	24290	073VV	AT	01MAR98		MKWEE6M	RT	10600	071P	AT	01JUL98	
MKXAP3M	RT	22270	073VV	AT	01MAR98		MLXEE6M	RT	9728	071P	AT	01MAR98	30JUN98
MKWAP3M	RT	22760	073VV	AT	01MAR98		MLXEE6M	RT	10020	071P	AT	01JUL98	
MLXAP3M	RT	20750	073VV	AT	01MAR98		MLWEE6M	RT	9862	071P	AT	01MAR98	30JUN98
MLWAP3M	RT	21170	073VV	AT	01MAR98		MLWEE6M	RT	10158	071P	AT	01JUL98	
<b>JAKARTA JKT USD</b>							>>>> MONTREAL QU YMQ						
>>>> MEXICO CITY MEX							F OW		10412	057M	AT	01MAR98	30JUN98
F OW		5885	057M	AT	01MAR98		F OW		10725	057M	AT	01JUL98	
							C OW		7514	047M	AT	01MAR98	30JUN98
							C OW		7740	047M	AT	01JUL98	

Date: 28-OCT-97

KUL-YMQ

## KUL-YMQ

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>KUALA LUMPUR KUL MYR</b>							<b>MACAU MFM MOP</b>						
>>>> MONTREAL QU YMQ							>>>> MEXICO CITY MEX						
Y	OW	6262	067M	AT	01MAR98	30JUN98	F	OW	49110	057M	AT	01MAR98	
Y	OW	6450	067M	AT	01JUL98		C	OW	34310	047M	AT	01MAR98	
MXEE6M	RT	8850	071P	AT	01MAR98	30JUN98	Y	OW	27610	067M	AT	01MAR98	
MXEE6M	RT	9116	071P	AT	01JUL98		MXEE6M	RT	33810	071P	AT	01MAR98	
MHWEE6M	RT	9011	071P	AT	01MAR98	30JUN98	MHWEE6M	RT	34340	071P	AT	01MAR98	
MHWEE6M	RT	9282	071P	AT	01JUL98		MXEE6M	RT	32530	071P	AT	01MAR98	
MXEE6M	RT	8448	071P	AT	01MAR98	30JUN98	MKWE6M	RT	33050	071P	AT	01MAR98	
MXEE6M	RT	8702	071P	AT	01JUL98		MLXEE6M	RT	31230	071P	AT	01MAR98	
MKWE6M	RT	8608	071P	AT	01MAR98	30JUN98	MLWE6M	RT	31660	071P	AT	01MAR98	
MKWE6M	RT	8867	071P	AT	01JUL98		>>>> MONTREAL QU YMQ						
MLXEE6M	RT	8046	071P	AT	01MAR98	30JUN98	F	OW	43150	057M	AT	01MAR98	
MLXEE6M	RT	8288	071P	AT	01JUL98		C	OW	28880	047M	AT	01MAR98	
MLWE6M	RT	8179	071P	AT	01MAR98	30JUN98	Y	OW	24050	067M	AT	01MAR98	
MLWE6M	RT	8425	071P	AT	01JUL98		MXEE6M	RT	28320	071P	AT	01MAR98	
MXAP	00	4581	073F	AT	01MAR98	30JUN98	MHWEE6M	RT	28840	071P	AT	01MAR98	
MXAP	00	4719	073F	AT	01JUL98		MKWE6M	RT	27020	071P	AT	01MAR98	
MHWAP	00	4659	073F	AT	01MAR98	30JUN98	MKWE6M	RT	27550	071P	AT	01MAR98	
MHWAP	00	4799	073F	AT	01JUL98		MLXEE6M	RT	25740	071P	AT	01MAR98	
MKXAP	00	4373	073F	AT	01MAR98	30JUN98	MLWE6M	RT	26170	071P	AT	01MAR98	
MKXAP	00	4505	073F	AT	01JUL98		MHXAP3M	RT	24610	073VV	AT	01MAR98	
MKXAP	00	4451	073F	AT	01MAR98	30JUN98	MHWAP3M	RT	25120	073VV	AT	01MAR98	
MKXAP	00	4585	073F	AT	01JUL98		MKXAP3M	RT	23030	073VV	AT	01MAR98	
MLXAP	00	4164	073F	AT	01MAR98	30JUN98	MKXAP3M	RT	23560	073VV	AT	01MAR98	
MLXAP	00	4289	073F	AT	01JUL98		MLXAP3M	RT	21460	073VV	AT	01MAR98	
MLWAP	00	4223	073F	AT	01MAR98	30JUN98	MLWAP3M	RT	21890	073VV	AT	01MAR98	
MLWAP	00	4350	073F	AT	01JUL98		>>>> NEW YORK NY NYC						
MHXAP3M	RT	8076	073VV	AT	01MAR98	30JUN98	F	OW	43150	057M	AT	01MAR98	
MHXAP3M	RT	8319	073VV	AT	01JUL98		C	OW	28880	047M	AT	01MAR98	
MHWAP3M	RT	8236	073VV	AT	01MAR98	30JUN98	Y	OW	24050	067M	AT	01MAR98	
MHWAP3M	RT	8483	073VV	AT	01JUL98		MXEE6M	RT	28320	071P	AT	01MAR98	
MKXAP3M	RT	7709	073VV	AT	01MAR98	30JUN98	MHWEE6M	RT	28840	071P	AT	01MAR98	
MKXAP3M	RT	7941	073VV	AT	01JUL98		MKWE6M	RT	27020	071P	AT	01MAR98	
MKXAP3M	RT	7870	073VV	AT	01MAR98	30JUN98	MKWE6M	RT	27550	071P	AT	01MAR98	
MKXAP3M	RT	8107	073VV	AT	01JUL98		MLXEE6M	RT	25740	071P	AT	01MAR98	
MLXAP3M	RT	7342	073VV	AT	01MAR98	30JUN98	MLWE6M	RT	26170	071P	AT	01MAR98	
MLXAP3M	RT	7563	073VV	AT	01JUL98		MHXAP3M	RT	24610	073VV	AT	01MAR98	
MLWAP3M	RT	7476	073VV	AT	01MAR98	30JUN98	MHWAP3M	RT	25120	073VV	AT	01MAR98	
MLWAP3M	RT	7701	073VV	AT	01JUL98		MKXAP3M	RT	23030	073VV	AT	01MAR98	
>>>> NEW YORK NY NYC							MKXAP3M	RT	23560	073VV	AT	01MAR98	
F	OW	10412	057M	AT	01MAR98	30JUN98	MLXAP3M	RT	21460	073VV	AT	01MAR98	
F	OW	10725	057M	AT	01JUL98		MLWAP3M	RT	21890	073VV	AT	01MAR98	
C	OW	7514	047M	AT	01MAR98	30JUN98	<b>MANILA MNL USD</b>						
C	OW	7740	047M	AT	01JUL98		>>>> MEXICO CITY MEX						
Y	OW	6262	067M	AT	01MAR98	30JUN98	F	OW	6089	057M	AT	01MAR98	
Y	OW	6450	067M	AT	01JUL98		C	OW	4360	047M	AT	01MAR98	
MXEE6M	RT	8850	071P	AT	01MAR98	30JUN98	Y	OW	3512	067M	AT	01MAR98	
MXEE6M	RT	9116	071P	AT	01JUL98		MXEE6M	RT	4797	071P	AT	01MAR98	
MHWEE6M	RT	9011	071P	AT	01MAR98	30JUN98	MHWEE6M	RT	4863	071P	AT	01MAR98	
MHWEE6M	RT	9282	071P	AT	01JUL98		MKWE6M	RT	4612	071P	AT	01MAR98	
MXEE6M	RT	8448	071P	AT	01MAR98	30JUN98	MKWE6M	RT	4677	071P	AT	01MAR98	
MXEE6M	RT	8702	071P	AT	01JUL98		MLXEE6M	RT	4425	071P	AT	01MAR98	
MKWE6M	RT	8608	071P	AT	01MAR98	30JUN98	MLWE6M	RT	4478	071P	AT	01MAR98	
MKWE6M	RT	8867	071P	AT	01JUL98		>>>> MONTREAL QU YMQ						
MLXEE6M	RT	8046	071P	AT	01MAR98	30JUN98	F	OW	5343	057M	AT	01MAR98	
MLXEE6M	RT	8288	071P	AT	01JUL98		C	OW	3681	047M	AT	01MAR98	
MLWE6M	RT	8179	071P	AT	01MAR98	30JUN98	Y	OW	3068	067M	AT	01MAR98	
MLWE6M	RT	8425	071P	AT	01JUL98		MXEE6M	RT	4112	071P	AT	01MAR98	
MHXAP3M	RT	8076	073VV	AT	01MAR98	30JUN98	MHWEE6M	RT	4177	071P	AT	01MAR98	
MHXAP3M	RT	8319	073VV	AT	01JUL98		MKWE6M	RT	3926	071P	AT	01MAR98	
MHWAP3M	RT	8236	073VV	AT	01MAR98	30JUN98	MKWE6M	RT	3991	071P	AT	01MAR98	
MHWAP3M	RT	8483	073VV	AT	01JUL98		MLXEE6M	RT	3739	071P	AT	01MAR98	
MKXAP3M	RT	7709	073VV	AT	01MAR98	30JUN98	MLWE6M	RT	3793	071P	AT	01MAR98	
MKXAP3M	RT	7941	073VV	AT	01JUL98		MHXAP3M	RT	3427	073VV	AT	01MAR98	
MKXAP3M	RT	7870	073VV	AT	01MAR98	30JUN98	MHWAP3M	RT	3492	073VV	AT	01MAR98	
MKXAP3M	RT	8107	073VV	AT	01JUL98		MKXAP3M	RT	3272	073VV	AT	01MAR98	
MLXAP3M	RT	7342	073VV	AT	01MAR98	30JUN98	MKXAP3M	RT	3337	073VV	AT	01MAR98	
MLXAP3M	RT	7563	073VV	AT	01JUL98		MLXAP3M	RT	3114	073VV	AT	01MAR98	
MLWAP3M	RT	7476	073VV	AT	01MAR98	30JUN98	MLWAP3M	RT	3169	073VV	AT	01MAR98	
MLWAP3M	RT	7701	073VV	AT	01JUL98								

## MNL-NYC

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>MANILA MNL USD</b>							<b>Y DW 4066 067M AT 01MAR98</b>						
>>>> NEW YORK NY NYC							MHXEE6M RT 4291 071P AT 01MAR98						
F	DW	5343	057M	AT	01MAR98		MHWEE6M RT 4351 071P AT 01MAR98						
C	DW	3681	047M	AT	01MAR98		MKXEE6M RT 4125 071P AT 01MAR98						
Y	DW	3068	067M	AT	01MAR98		MKXEE6M RT 4185 071P AT 01MAR98						
MHXEE6M	RT	4112	071P	AT	01MAR98		MLXEE6M RT 3958 071P AT 01MAR98						
MHWEE6M	RT	4177	071P	AT	01MAR98		MLWEE6M RT 4008 071P AT 01MAR98						
MKXEE6M	RT	3926	071P	AT	01MAR98								
MKWEE6M	RT	3991	071P	AT	01MAR98		>>>> HONG KONG HKG						
MLXEE6M	RT	3739	071P	AT	01MAR98		F	DW	7237	057M	AT	01MAR98	
MLWEE6M	RT	3793	071P	AT	01MAR98		C	DW	5064	047M	AT	01MAR98	
MHXAP3M	RT	3427	073VV	AT	01MAR98		Y	DW	4066	067M	AT	01MAR98	
MHWAP3M	RT	3492	073VV	AT	01MAR98		MHXEE6M	RT	4291	071P	AT	01MAR98	
MKXAP3M	RT	3272	073VV	AT	01MAR98		MHWEE6M	RT	4351	071P	AT	01MAR98	
MKWAP3M	RT	3337	073VV	AT	01MAR98		MKXEE6M	RT	4125	071P	AT	01MAR98	
MLXAP3M	RT	3114	073VV	AT	01MAR98		MKXEE6M	RT	4185	071P	AT	01MAR98	
MLWAP3M	RT	3169	073VV	AT	01MAR98		MLXEE6M	RT	3958	071P	AT	01MAR98	
							MLWEE6M	RT	4008	071P	AT	01MAR98	
<b>MEXICO CITY MEX USD</b>							>>>> JAKARTA JKT						
>>>> ALMATY ALA							F	DW	7237	057M	AT	01MAR98	
F	DW	5587	057M	AT	01MAR98		C	DW	5064	047M	AT	01MAR98	
C	DW	3833	047M	AT	01MAR98		Y	DW	4066	067M	AT	01MAR98	
Y	DW	3049	067M	AT	01MAR98		MHXEE6M	RT	4291	071P	AT	01MAR98	
MHEE4M	RT	3619	072W	AT	01MAR98		MHWEE6M	RT	4351	071P	AT	01MAR98	
MKEE4M	RT	3435	072W	AT	01MAR98		MKXEE6M	RT	4125	071P	AT	01MAR98	
MLEE4M	RT	3300	072W	AT	01MAR98		MKWEE6M	RT	4185	071P	AT	01MAR98	
							MLXEE6M	RT	3958	071P	AT	01MAR98	
>>>> ASHKHABAD ASB							MLWEE6M	RT	4008	071P	AT	01MAR98	
F	DW	4852	057M	AT	01MAR98								
C	DW	3499	047M	AT	01MAR98		>>>> KUALA LUMPUR KUL						
Y	DW	2773	067M	AT	01MAR98		F	DW	7158	057M	AT	01MAR98	
MEE4M	RT	3228	072W	AT	01MAR98		C	DW	4833	047M	AT	01MAR98	
							Y	DW	3873	067M	AT	01MAR98	
>>>> BANDAR SERI B BWN							MHXEE6M	RT	4098	071P	AT	01MAR98	
F	DW	7237	057M	AT	01MAR98		MHWEE6M	RT	4158	071P	AT	01MAR98	
C	DW	5064	047M	AT	01MAR98		MKXEE6M	RT	3941	071P	AT	01MAR98	
Y	DW	4066	067M	AT	01MAR98		MKWEE6M	RT	4001	071P	AT	01MAR98	
MHXEE6M	RT	4291	071P	AT	01MAR98		MLXEE6M	RT	3781	071P	AT	01MAR98	
MHWEE6M	RT	4351	071P	AT	01MAR98		MLWEE6M	RT	3831	071P	AT	01MAR98	
MKXEE6M	RT	4125	071P	AT	01MAR98								
MKWEE6M	RT	4185	071P	AT	01MAR98		>>>> MACAU MFM						
MLXEE6M	RT	3958	071P	AT	01MAR98		F	DW	7237	057M	AT	01MAR98	
MLWEE6M	RT	4008	071P	AT	01MAR98		C	DW	5064	047M	AT	01MAR98	
							Y	DW	4066	067M	AT	01MAR98	
>>>> BANGKOK BKK							MHXEE6M	RT	4291	071P	AT	01MAR98	
F	DW	7158	057M	AT	01MAR98		MHWEE6M	RT	4351	071P	AT	01MAR98	
C	DW	4833	047M	AT	01MAR98		MKXEE6M	RT	4125	071P	AT	01MAR98	
Y	DW	3873	067M	AT	01MAR98		MKWEE6M	RT	4185	071P	AT	01MAR98	
MHXEE6M	RT	4098	071P	AT	01MAR98		MLXEE6M	RT	3958	071P	AT	01MAR98	
MHWEE6M	RT	4158	071P	AT	01MAR98		MLWEE6M	RT	4008	071P	AT	01MAR98	
MKXEE6M	RT	3941	071P	AT	01MAR98								
MKWEE6M	RT	4001	071P	AT	01MAR98		>>>> MANILA MNL						
MLXEE6M	RT	3781	071P	AT	01MAR98		F	DW	7237	057M	AT	01MAR98	
MLWEE6M	RT	3831	071P	AT	01MAR98		C	DW	5064	047M	AT	01MAR98	
							Y	DW	4066	067M	AT	01MAR98	
>>>> BEIJING BJS							MHXEE6M	RT	4291	071P	AT	01MAR98	
F	DW	7237	057M	AT	01MAR98		MHWEE6M	RT	4351	071P	AT	01MAR98	
C	DW	5064	047M	AT	01MAR98		MKXEE6M	RT	4125	071P	AT	01MAR98	
Y	DW	4066	067M	AT	01MAR98		MKWEE6M	RT	4185	071P	AT	01MAR98	
MHXEE6M	RT	4291	071P	AT	01MAR98		MLXEE6M	RT	3958	071P	AT	01MAR98	
MHWEE6M	RT	4351	071P	AT	01MAR98		MLWEE6M	RT	4008	071P	AT	01MAR98	
MKXEE6M	RT	4125	071P	AT	01MAR98								
MKWEE6M	RT	4185	071P	AT	01MAR98		>>>> NOVOSIBIRSK OVB						
MLXEE6M	RT	3958	071P	AT	01MAR98		F	DW	5444	057M	AT	01MAR98	
MLWEE6M	RT	4008	071P	AT	01MAR98		C	DW	3906	047M	AT	01MAR98	
							Y	DW	3109	067M	AT	01MAR98	
>>>> EKATERINBURG SVX							MEE4M	RT	3603	072W	AT	01MAR98	
F	DW	4852	057M	AT	01MAR98								
C	DW	3499	047M	AT	01MAR98		>>>> SHANGHAI SHA						
Y	DW	2773	067M	AT	01MAR98		F	DW	7237	057M	AT	01MAR98	
MEE4M	RT	3228	072W	AT	01MAR98		C	DW	5064	047M	AT	01MAR98	
							Y	DW	4066	067M	AT	01MAR98	
>>>> HO CHI MINH C SGN							MHXEE6M	RT	4291	071P	AT	01MAR98	
F	DW	7237	057M	AT	01MAR98		MHWEE6M	RT	4351	071P	AT	01MAR98	
C	DW	5064	047M	AT	01MAR98								

Date: 28-OCT-97

MEX-SHA

## MEX-SHA

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MEXICO CITY MEX USD</b>							<b>MEXICO CITY MEX USD</b>						
>>>> SHANGHAI SHA							>>>> BANGKOK BKK						
MKXEE6M	RT	4125	071P	AT	01MAR98		MKXAP3M	RT	3675	073VV	AT	01MAR98	
MKXEE6M	RT	4185	071P	AT	01MAR98		MKWAP3M	RT	3755	073VV	AT	01MAR98	
MLXEE6M	RT	3958	071P	AT	01MAR98		HLXAP3M	RT	3500	073VV	AT	01MAR98	
MLWEE6M	RT	4008	071P	AT	01MAR98		MLWAP3M	RT	3560	073VV	AT	01MAR98	
>>>> SINGAPORE SIN							>>>> BEIJING BJS						
F	OW	7158	057M	AT	01MAR98		F	OW	7968	057M	AT	01MAR98	
C	OW	4833	047M	AT	01MAR98		C	OW	5388	047M	AT	01MAR98	
Y	OW	3873	067M	AT	01MAR98		Y	OW	4490	067M	AT	01MAR98	
MHXEE6M	RT	4098	071P	AT	01MAR98		MHXEE6M	RT	4686	071P	AT	01MAR98	
MHWEE6M	RT	4158	071P	AT	01MAR98		MHWEE6M	RT	4766	071P	AT	01MAR98	
MKXEE6M	RT	3941	071P	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
MKXEE6M	RT	4001	071P	AT	01MAR98		MKXEE6M	RT	4553	071P	AT	01MAR98	
MLXEE6M	RT	3781	071P	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MLWEE6M	RT	3831	071P	AT	01MAR98		MLWEE6M	RT	4319	071P	AT	01MAR98	
>>>> TAIPEI TPE							>>>> EKATERINBURG SVX						
F	OW	7237	057M	AT	01MAR98		F	OW	5703	057M	AT	01MAR98	
C	OW	5064	047M	AT	01MAR98		C	OW	3881	047M	AT	01MAR98	
Y	OW	4066	067M	AT	01MAR98		Y	OW	3234	067M	AT	01MAR98	
MHXEE6M	RT	4291	071P	AT	01MAR98		MEE4M	RT	3763	072W	AT	01MAR98	
MHWEE6M	RT	4351	071P	AT	01MAR98		>>>> HO CHI MINH C SGN						
MKXEE6M	RT	4125	071P	AT	01MAR98		F	OW	7968	057M	AT	01MAR98	
MKXEE6M	RT	4185	071P	AT	01MAR98		C	OW	5388	047M	AT	01MAR98	
MLXEE6M	RT	3958	071P	AT	01MAR98		Y	OW	4490	067M	AT	01MAR98	
MLWEE6M	RT	4008	071P	AT	01MAR98		MHXEE6M	RT	4686	071P	AT	01MAR98	
>>>> TASHKENT TAS							MHWEE6M	RT	4766	071P	AT	01MAR98	
F	OW	5587	057M	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
C	OW	3833	047M	AT	01MAR98		MKXEE6M	RT	4553	071P	AT	01MAR98	
Y	OW	3049	067M	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MHEE4M	RT	3619	072W	AT	01MAR98		MLWEE6M	RT	4319	071P	AT	01MAR98	
MKEE4M	RT	3435	072W	AT	01MAR98		MHXAP3M	RT	3813	073VV	AT	01MAR98	
MLEE4M	RT	3300	072W	AT	01MAR98		MHWAP3M	RT	3893	073VV	AT	01MAR98	
>>>> YANGON RGN							MKXAP3M	RT	3639	073VV	AT	01MAR98	
F	OW	7158	057M	AT	01MAR98		MKWAP3M	RT	3719	073VV	AT	01MAR98	
C	OW	4833	047M	AT	01MAR98		MLXAP3M	RT	3466	073VV	AT	01MAR98	
Y	OW	3873	067M	AT	01MAR98		MLWAP3M	RT	3526	073VV	AT	01MAR98	
<b>MONTREAL QU YMQ CAD</b>							>>>> ALMATY ALA						
>>>> ALMATY ALA							F	OW	5941	057M	AT	01MAR98	
F	OW	5941	057M	AT	01MAR98		C	OW	3898	047M	AT	01MAR98	
C	OW	3898	047M	AT	01MAR98		Y	OW	3248	067M	AT	01MAR98	
Y	OW	3248	067M	AT	01MAR98		MHEE4M	RT	3824	072W	AT	01MAR98	
MHEE4M	RT	3824	072W	AT	01MAR98		MKEE4M	RT	3621	072W	AT	01MAR98	
MKEE4M	RT	3621	072W	AT	01MAR98		MLEE4M	RT	3419	072W	AT	01MAR98	
MLEE4M	RT	3419	072W	AT	01MAR98		>>>> ASHKHABAD ASB						
>>>> ASHKHABAD ASB							F	OW	5703	057M	AT	01MAR98	
F	OW	5703	057M	AT	01MAR98		C	OW	3881	047M	AT	01MAR98	
C	OW	3881	047M	AT	01MAR98		Y	OW	3234	067M	AT	01MAR98	
Y	OW	3234	067M	AT	01MAR98		MEE4M	RT	3763	072W	AT	01MAR98	
MEE4M	RT	3763	072W	AT	01MAR98		>>>> BANDAR SERI B BWN						
>>>> BANDAR SERI B BWN							F	OW	7968	057M	AT	01MAR98	
F	OW	7968	057M	AT	01MAR98		C	OW	5388	047M	AT	01MAR98	
C	OW	5388	047M	AT	01MAR98		Y	OW	4490	067M	AT	01MAR98	
Y	OW	4490	067M	AT	01MAR98		MHXEE6M	RT	4686	071P	AT	01MAR98	
MHXEE6M	RT	4686	071P	AT	01MAR98		MHWEE6M	RT	4766	071P	AT	01MAR98	
MHWEE6M	RT	4766	071P	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
MKXEE6M	RT	4473	071P	AT	01MAR98		MKXEE6M	RT	4553	071P	AT	01MAR98	
MKXEE6M	RT	4553	071P	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MLXEE6M	RT	4259	071P	AT	01MAR98		MLWEE6M	RT	4319	071P	AT	01MAR98	
MLWEE6M	RT	4319	071P	AT	01MAR98		MHXAP	OO	2409	073F	AT	01MAR98	
MHXAP	OO	2409	073F	AT	01MAR98		MHWAP	OO	2489	073F	AT	01MAR98	
MHWAP	OO	2489	073F	AT	01MAR98		MKXAP	OO	2289	073F	AT	01MAR98	
MKXAP	OO	2289	073F	AT	01MAR98		MKWAP	OO	2369	073F	AT	01MAR98	
MKWAP	OO	2369	073F	AT	01MAR98		MLXAP	OO	2168	073F	AT	01MAR98	
MLXAP	OO	2168	073F	AT	01MAR98		MLWAP	OO	2228	073F	AT	01MAR98	
MLWAP	OO	2228	073F	AT	01MAR98		MHXAP3M	RT	3849	073VV	AT	01MAR98	
MHXAP3M	RT	3849	073VV	AT	01MAR98		MHWAP3M	RT	3929	073VV	AT	01MAR98	
MHWAP3M	RT	3929	073VV	AT	01MAR98		MKXAP3M	RT	3675	073VV	AT	01MAR98	
							MKWAP3M	RT	3755	073VV	AT	01MAR98	
							MLXAP3M	RT	3500	073VV	AT	01MAR98	
							MLWAP3M	RT	3560	073VV	AT	01MAR98	

## YMQ-HKG

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MONTREAL QU YMQ CAD</b>							<b>MONTREAL QU YMQ CAD</b>						
>>>> HONG KONG							>>>> HONG KONG						
F	OW	7968	057M	AT	01MAR98		MHWE6M	RT	4766	071P	AT	01MAR98	
C	OW	5388	047M	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
Y	OW	4490	067M	AT	01MAR98		MKWE6M	RT	4553	071P	AT	01MAR98	
MHWE6M	RT	4686	071P	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MHWE6M	RT	4766	071P	AT	01MAR98		MLWE6M	RT	4319	071P	AT	01MAR98	
MKXEE6M	RT	4473	071P	AT	01MAR98		MHXAP	00	2409	073F	AT	01MAR98	
MKWE6M	RT	4553	071P	AT	01MAR98		MHWAP	00	2489	073F	AT	01MAR98	
MLXEE6M	RT	4259	071P	AT	01MAR98		MKXAP	00	2289	073F	AT	01MAR98	
MLWE6M	RT	4319	071P	AT	01MAR98		MKWAP	00	2369	073F	AT	01MAR98	
MHXAP	00	2409	073F	AT	01MAR98		MLXAP	00	2168	073F	AT	01MAR98	
MHWAP	00	2489	073F	AT	01MAR98		MLWAP	00	2228	073F	AT	01MAR98	
MKXAP	00	2289	073F	AT	01MAR98		MHXAP3M	RT	3849	073VV	AT	01MAR98	
MKWAP	00	2369	073F	AT	01MAR98		MHWAP3M	RT	3929	073VV	AT	01MAR98	
MLXAP	00	2168	073F	AT	01MAR98		MKXAP3M	RT	3675	073VV	AT	01MAR98	
MLWAP	00	2228	073F	AT	01MAR98		MKWAP3M	RT	3755	073VV	AT	01MAR98	
MHXAP3M	RT	3849	073VV	AT	01MAR98		MLXAP3M	RT	3500	073VV	AT	01MAR98	
MHWAP3M	RT	3929	073VV	AT	01MAR98		MLWAP3M	RT	3560	073VV	AT	01MAR98	
MKXAP3M	RT	3675	073VV	AT	01MAR98		>>>> MANILA						
MKWAP3M	RT	3755	073VV	AT	01MAR98		>>>> MANILA						
MLXAP3M	RT	3500	073VV	AT	01MAR98		F	OW	7968	057M	AT	01MAR98	
MLWAP3M	RT	3560	073VV	AT	01MAR98		C	OW	5388	047M	AT	01MAR98	
>>>> JAKARTA							Y	OW	4490	067M	AT	01MAR98	
F	OW	7968	057M	AT	01MAR98		MHWE6M	RT	4686	071P	AT	01MAR98	
C	OW	5388	047M	AT	01MAR98		MHWE6M	RT	4766	071P	AT	01MAR98	
Y	OW	4490	067M	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
MHWE6M	RT	4686	071P	AT	01MAR98		MKWE6M	RT	4553	071P	AT	01MAR98	
MHWE6M	RT	4766	071P	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MKXEE6M	RT	4473	071P	AT	01MAR98		MLWE6M	RT	4319	071P	AT	01MAR98	
MKWE6M	RT	4553	071P	AT	01MAR98		MHXAP	00	2409	073F	AT	01MAR98	
MLXEE6M	RT	4259	071P	AT	01MAR98		MHWAP	00	2489	073F	AT	01MAR98	
MLWE6M	RT	4319	071P	AT	01MAR98		MKXAP	00	2289	073F	AT	01MAR98	
MHXAP	00	2409	073F	AT	01MAR98		MKWAP	00	2369	073F	AT	01MAR98	
MHWAP	00	2489	073F	AT	01MAR98		MLXAP	00	2168	073F	AT	01MAR98	
MKXAP	00	2289	073F	AT	01MAR98		MLWAP	00	2228	073F	AT	01MAR98	
MKWAP	00	2369	073F	AT	01MAR98		MHXAP3M	RT	3849	073VV	AT	01MAR98	
MLXAP	00	2168	073F	AT	01MAR98		MHWAP3M	RT	3929	073VV	AT	01MAR98	
MLWAP	00	2228	073F	AT	01MAR98		MKXAP3M	RT	3675	073VV	AT	01MAR98	
MHXAP3M	RT	3849	073VV	AT	01MAR98		MKWAP3M	RT	3755	073VV	AT	01MAR98	
MHWAP3M	RT	3929	073VV	AT	01MAR98		MLXAP3M	RT	3500	073VV	AT	01MAR98	
MKXAP3M	RT	3675	073VV	AT	01MAR98		MLWAP3M	RT	3560	073VV	AT	01MAR98	
MKWAP3M	RT	3755	073VV	AT	01MAR98		>>>> NOVOSIBIRSK						
MLXAP3M	RT	3500	073VV	AT	01MAR98		>>>> NOVOSIBIRSK						
MLWAP3M	RT	3560	073VV	AT	01MAR98		F	OW	6443	057M	AT	01MAR98	
>>>> KUALA LUMPUR							C	OW	4450	047M	AT	01MAR98	
F	OW	7872	057M	AT	01MAR98		Y	OW	3708	067M	AT	01MAR98	
C	OW	5103	047M	AT	01MAR98		NEE4M	RT	4254	072W	AT	01MAR98	
Y	OW	4254	067M	AT	01MAR98		>>>> SHANGHAI						
MHWE6M	RT	4438	071P	AT	01MAR98		>>>> SHANGHAI						
MHWE6M	RT	4518	071P	AT	01MAR98		F	OW	7968	057M	AT	01MAR98	
MKXEE6M	RT	4238	071P	AT	01MAR98		C	OW	5388	047M	AT	01MAR98	
MKWE6M	RT	4318	071P	AT	01MAR98		Y	OW	4490	067M	AT	01MAR98	
MLXEE6M	RT	4036	071P	AT	01MAR98		MHWE6M	RT	4686	071P	AT	01MAR98	
MLWE6M	RT	4096	071P	AT	01MAR98		MHWE6M	RT	4766	071P	AT	01MAR98	
MHXAP	00	2168	073F	AT	01MAR98		MKXEE6M	RT	4473	071P	AT	01MAR98	
MHWAP	00	2248	073F	AT	01MAR98		MKWE6M	RT	4553	071P	AT	01MAR98	
MKXAP	00	2048	073F	AT	01MAR98		MLXEE6M	RT	4259	071P	AT	01MAR98	
MKWAP	00	2128	073F	AT	01MAR98		MLWE6M	RT	4319	071P	AT	01MAR98	
MLXAP	00	1926	073F	AT	01MAR98		MHXAP3M	RT	3813	073VV	AT	01MAR98	
MLWAP	00	1986	073F	AT	01MAR98		MHWAP3M	RT	3893	073VV	AT	01MAR98	
MHXAP3M	RT	3422	073VV	AT	01MAR98		MKXAP3M	RT	3639	073VV	AT	01MAR98	
MHWAP3M	RT	3502	073VV	AT	01MAR98		MKWAP3M	RT	3719	073VV	AT	01MAR98	
MKXAP3M	RT	3268	073VV	AT	01MAR98		MLXAP3M	RT	3466	073VV	AT	01MAR98	
MKWAP3M	RT	3348	073VV	AT	01MAR98		MLWAP3M	RT	3526	073VV	AT	01MAR98	
MLXAP3M	RT	3112	073VV	AT	01MAR98		>>>> SINGAPORE						
MLWAP3M	RT	3172	073VV	AT	01MAR98		>>>> SINGAPORE						
>>>> MACAU							F	OW	7872	057M	AT	01MAR98	
F	OW	7968	057M	AT	01MAR98		C	OW	5103	047M	AT	01MAR98	
C	OW	5388	047M	AT	01MAR98		Y	OW	4254	067M	AT	01MAR98	
Y	OW	4490	067M	AT	01MAR98		MHWE6M	RT	4438	071P	AT	01MAR98	
MHWE6M	RT	4686	071P	AT	01MAR98		MHWE6M	RT	4518	071P	AT	01MAR98	
>>>> MACAU							MKXEE6M	RT	4238	071P	AT	01MAR98	
F	OW	7968	057M	AT	01MAR98		MKWE6M	RT	4318	071P	AT	01MAR98	
C	OW	5388	047M	AT	01MAR98		MLXEE6M	RT	4036	071P	AT	01MAR98	
Y	OW	4490	067M	AT	01MAR98		MLWE6M	RT	4096	071P	AT	01MAR98	
MHWE6M	RT	4686	071P	AT	01MAR98		MHXAP	00	2168	073F	AT	01MAR98	

Date: 28-OCT-97

YMQ-SIN

## YMQ-SIN

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MONTREAL QU YMQ CAD</b>							<b>MONTREAL QU YMQ CAD</b>						
>>>> SINGAPORE SIN							>>>> SINGAPORE SIN						
MHWAP	00	2248	073F	AT	01MAR98		MHWAP3M	RT	3422	073VV	AT	01MAR98	
MKXAP	00	2048	073F	AT	01MAR98		MHWAP3M	RT	3502	073VV	AT	01MAR98	
MKWAP	00	2128	073F	AT	01MAR98		MKXAP3M	RT	3268	073VV	AT	01MAR98	
MLXAP	00	1926	073F	AT	01MAR98		MKWAP3M	RT	3348	073VV	AT	01MAR98	
MLWAP	00	1986	073F	AT	01MAR98		MLXAP3M	RT	3112	073VV	AT	01MAR98	
MHWAP3M	RT	3422	073VV	AT	01MAR98		MLWAP3M	RT	3172	073VV	AT	01MAR98	
MHWAP3M	RT	3502	073VV	AT	01MAR98		>>>> BANGKOK BKK						
MKXAP3M	RT	3268	073VV	AT	01MAR98		F	OW	6412	057H	AT	01MAR98	
MKWAP3M	RT	3348	073VV	AT	01MAR98		C	OW	4155	047H	AT	01MAR98	
MLXAP3M	RT	3112	073VV	AT	01MAR98		Y	OW	3429	067H	AT	01MAR98	
MLWAP3M	RT	3172	073VV	AT	01MAR98		MHXEE6M	RT	3476	071P	AT	01MAR98	
>>>> TAIPEI TPE							MHWEE6M	RT	3536	071P	AT	01MAR98	
F	OW	7968	057H	AT	01MAR98		MKXEE6M	RT	3319	071P	AT	01MAR98	
C	OW	5388	047H	AT	01MAR98		MKWEE6M	RT	3379	071P	AT	01MAR98	
Y	OW	4490	067H	AT	01MAR98		MLXEE6M	RT	3159	071P	AT	01MAR98	
MHXEE6M	RT	4686	071P	AT	01MAR98		MLWEE6M	RT	3209	071P	AT	01MAR98	
MHWEE6M	RT	4766	071P	AT	01MAR98		MHWAP3M	RT	2681	073VV	AT	01MAR98	
MKXEE6M	RT	4473	071P	AT	01MAR98		MHWAP3M	RT	2741	073VV	AT	01MAR98	
MKWEE6M	RT	4553	071P	AT	01MAR98		MKXAP3M	RT	2560	073VV	AT	01MAR98	
MLXEE6M	RT	4259	071P	AT	01MAR98		MKWAP3M	RT	2620	073VV	AT	01MAR98	
MLWEE6M	RT	4319	071P	AT	01MAR98		MLXAP3M	RT	2436	073VV	AT	01MAR98	
MHWAP	00	2409	073F	AT	01MAR98		MLWAP3M	RT	2486	073VV	AT	01MAR98	
MHWAP	00	2489	073F	AT	01MAR98		>>>> BEIJING BJS						
MKXAP	00	2289	073F	AT	01MAR98		F	OW	6491	057H	AT	01MAR98	
MKWAP	00	2369	073F	AT	01MAR98		C	OW	4387	047H	AT	01MAR98	
MLXAP	00	2168	073F	AT	01MAR98		Y	OW	3620	067H	AT	01MAR98	
MLWAP	00	2228	073F	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
MHWAP3M	RT	3849	073VV	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MHWAP3M	RT	3929	073VV	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MKXAP3M	RT	3675	073VV	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
MKWAP3M	RT	3755	073VV	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	01MAR98	
MLXAP3M	RT	3500	073VV	AT	01MAR98		MLWEE6M	RT	3386	071P	AT	01MAR98	
MLWAP3M	RT	3560	073VV	AT	01MAR98		MHWAP3M	RT	2956	073VV	AT	01MAR98	
>>>> TASHKENT TAS							MHWAP3M	RT	3016	073VV	AT	01MAR98	
F	OW	5941	057H	AT	01MAR98		MKXAP3M	RT	2822	073VV	AT	01MAR98	
C	OW	3898	047H	AT	01MAR98		MKWAP3M	RT	2882	073VV	AT	01MAR98	
Y	OW	3248	067H	AT	01MAR98		MLXAP3M	RT	2687	073VV	AT	01MAR98	
MHEE4M	RT	3824	072W	AT	01MAR98		MLWAP3M	RT	2737	073VV	AT	01MAR98	
MKEE4M	RT	3621	072W	AT	01MAR98		>>>> EKATERINBURG SVX						
MLEE4M	RT	3419	072W	AT	01MAR98		F	OW	4107	057H	AT	01MAR98	
>>>> YANGON RGN							C	OW	2820	047H	AT	01MAR98	
F	OW	7872	057H	AT	01MAR98		Y	OW	2329	067H	AT	01MAR98	
C	OW	5103	047H	AT	01MAR98		MEE4M	RT	2606	072W	AT	01MAR98	
Y	OW	4254	067H	AT	01MAR98		>>>> HO CHI MINH C SGN						
>>>> NEW YORK NY NYC USD							F	OW	6491	057H	AT	01MAR98	
>>>> ALMATY ALA							C	OW	4387	047H	AT	01MAR98	
F	OW	4842	057H	AT	01MAR98		Y	OW	3620	067H	AT	01MAR98	
C	OW	3155	047H	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
Y	OW	2604	067H	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MHEE4M	RT	2997	072W	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MKEE4M	RT	2813	072W	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
MLEE4M	RT	2678	072W	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	01MAR98	
>>>> ASHKHABAD ASB							MLWEE6M	RT	3386	071P	AT	01MAR98	
F	OW	4107	057H	AT	01MAR98		MHWAP3M	RT	3015	073VV	AT	01MAR98	
C	OW	2820	047H	AT	01MAR98		MHWAP3M	RT	3075	073VV	AT	01MAR98	
Y	OW	2329	067H	AT	01MAR98		MKXAP3M	RT	2879	073VV	AT	01MAR98	
MEE4M	RT	2606	072W	AT	01MAR98		MKWAP3M	RT	2939	073VV	AT	01MAR98	
>>>> BANDAR SERI B BWN							MLXAP3M	RT	2741	073VV	AT	01MAR98	
F	OW	6491	057H	AT	01MAR98		MLWAP3M	RT	2791	073VV	AT	01MAR98	
C	OW	4387	047H	AT	01MAR98		>>>> HONG KONG HKG						
Y	OW	3620	067H	AT	01MAR98		F	OW	6491	057H	AT	01MAR98	
MHXEE6M	RT	3669	071P	AT	01MAR98		C	OW	4387	047H	AT	01MAR98	
MHWEE6M	RT	3729	071P	AT	01MAR98		Y	OW	3620	067H	AT	01MAR98	
MKXEE6M	RT	3503	071P	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
MKWEE6M	RT	3563	071P	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MLWEE6M	RT	3386	071P	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
							MLXEE6M	RT	3336	071P	AT	01MAR98	
							MLWEE6M	RT	3386	071P	AT	01MAR98	
							MHWAP3M	RT	3015	073VV	AT	01MAR98	

## NYC-HKG

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
NEW YORK NY NYC USD							>>>> NOVOSIBIRSK OVB						
>>>> HONG KONG HKG							F OW 4699 057H AT 01MAR98						
MHWAP3M	RT	3075	073VV	AT	01MAR98		C	OW	3229	047H	AT	01MAR98	
MKXAP3M	RT	2879	073VV	AT	01MAR98		Y	OW	2665	067M	AT	01MAR98	
MKWAP3M	RT	2939	073VV	AT	01MAR98		MEE4M	RT	2981	072W	AT	01MAR98	
MLXAP3M	RT	2741	073VV	AT	01MAR98		>>>> SHANGHAI SHA						
MLWAP3M	RT	2791	073VV	AT	01MAR98		F	OW	6491	057M	AT	01MAR98	
>>>> JAKARTA JKT							C	OW	4387	047M	AT	01MAR98	
F	OW	6491	057M	AT	01MAR98		Y	OW	3620	067M	AT	01MAR98	
C	OW	4387	047M	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
Y	OW	3620	067M	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MHXEE6M	RT	3669	071P	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MHWEE6M	RT	3729	071P	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
MKXEE6M	RT	3503	071P	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	01MAR98	
MKWEE6M	RT	3563	071P	AT	01MAR98		MLWEE6M	RT	3386	071P	AT	01MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		MHXAP3M	RT	2956	073VV	AT	01MAR98	
MLWEE6M	RT	3386	071P	AT	01MAR98		MHWAP3M	RT	3016	073VV	AT	01MAR98	
MHXAP3M	RT	3015	073VV	AT	01MAR98		MKXAP3M	RT	2822	073VV	AT	01MAR98	
MHWAP3M	RT	3075	073VV	AT	01MAR98		MKWAP3M	RT	2882	073VV	AT	01MAR98	
MKXAP3M	RT	2879	073VV	AT	01MAR98		MLXAP3M	RT	2687	073VV	AT	01MAR98	
MKWAP3M	RT	2939	073VV	AT	01MAR98		MLWAP3M	RT	2737	073VV	AT	01MAR98	
MLXAP3M	RT	2741	073VV	AT	01MAR98		>>>> SINGAPORE SIN						
MLWAP3M	RT	2791	073VV	AT	01MAR98		F	OW	6412	057M	AT	01MAR98	
>>>> KUALA LUMPUR KUL							C	OW	4155	047M	AT	01MAR98	
F	OW	6412	057M	AT	01MAR98		Y	OW	3429	067M	AT	01MAR98	
C	OW	4155	047M	AT	01MAR98		MHXEE6M	RT	3476	071P	AT	01MAR98	
Y	OW	3429	067M	AT	01MAR98		MHWEE6M	RT	3536	071P	AT	01MAR98	
MHXEE6M	RT	3476	071P	AT	01MAR98		MKXEE6M	RT	3319	071P	AT	01MAR98	
MHWEE6M	RT	3536	071P	AT	01MAR98		MKWEE6M	RT	3379	071P	AT	01MAR98	
MKXEE6M	RT	3319	071P	AT	01MAR98		MLXEE6M	RT	3159	071P	AT	01MAR98	
MKWEE6M	RT	3379	071P	AT	01MAR98		MLWEE6M	RT	3209	071P	AT	01MAR98	
MLXEE6M	RT	3159	071P	AT	01MAR98		MHXAP3M	RT	2681	073VV	AT	01MAR98	
MLWEE6M	RT	3209	071P	AT	01MAR98		MHWAP3M	RT	2741	073VV	AT	01MAR98	
MHXAP3M	RT	2681	073VV	AT	01MAR98		MKXAP3M	RT	2560	073VV	AT	01MAR98	
MHWAP3M	RT	2741	073VV	AT	01MAR98		MKWAP3M	RT	2620	073VV	AT	01MAR98	
MKXAP3M	RT	2560	073VV	AT	01MAR98		MLXAP3M	RT	2436	073VV	AT	01MAR98	
MKWAP3M	RT	2620	073VV	AT	01MAR98		MLWAP3M	RT	2486	073VV	AT	01MAR98	
MLXAP3M	RT	2436	073VV	AT	01MAR98		>>>> TAIPEI TPE						
MLWAP3M	RT	2486	073VV	AT	01MAR98		F	OW	6491	057M	AT	01MAR98	
>>>> MACAU MFM							C	OW	4387	047M	AT	01MAR98	
F	OW	6491	057M	AT	01MAR98		Y	OW	3620	067M	AT	01MAR98	
C	OW	4387	047M	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
Y	OW	3620	067M	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MHXEE6M	RT	3669	071P	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MHWEE6M	RT	3729	071P	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
MKXEE6M	RT	3503	071P	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	01MAR98	
MKWEE6M	RT	3563	071P	AT	01MAR98		MLWEE6M	RT	3386	071P	AT	01MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		MHXAP3M	RT	3015	073VV	AT	01MAR98	
MLWEE6M	RT	3386	071P	AT	01MAR98		MHWAP3M	RT	3075	073VV	AT	01MAR98	
MHXAP3M	RT	3015	073VV	AT	01MAR98		MKXAP3M	RT	2879	073VV	AT	01MAR98	
MHWAP3M	RT	3075	073VV	AT	01MAR98		MKWAP3M	RT	2939	073VV	AT	01MAR98	
MKXAP3M	RT	2879	073VV	AT	01MAR98		MLXAP3M	RT	2741	073VV	AT	01MAR98	
MKWAP3M	RT	2939	073VV	AT	01MAR98		MLWAP3M	RT	2791	073VV	AT	01MAR98	
MLXAP3M	RT	2741	073VV	AT	01MAR98		>>>> TASHKENT TAS						
MLWAP3M	RT	2791	073VV	AT	01MAR98		F	OW	4842	057M	AT	01MAR98	
>>>> MANILA MNL							C	OW	3155	047M	AT	01MAR98	
F	OW	6491	057M	AT	01MAR98		Y	OW	2604	067M	AT	01MAR98	
C	OW	4387	047M	AT	01MAR98		MHEE4M	RT	2997	072W	AT	01MAR98	
Y	OW	3620	067M	AT	01MAR98		MKEE4M	RT	2813	072W	AT	01MAR98	
MHXEE6M	RT	3669	071P	AT	01MAR98		MLEE4M	RT	2678	072W	AT	01MAR98	
MHWEE6M	RT	3729	071P	AT	01MAR98		>>>> YANGON RGN						
MKXEE6M	RT	3503	071P	AT	01MAR98		F	OW	6412	057M	AT	01MAR98	
MKWEE6M	RT	3563	071P	AT	01MAR98		C	OW	4155	047M	AT	01MAR98	
MLXEE6M	RT	3336	071P	AT	01MAR98		Y	OW	3429	067M	AT	01MAR98	
MLWEE6M	RT	3386	071P	AT	01MAR98		NOVOSIBIRSK OVB USD						
MHXAP3M	RT	3015	073VV	AT	01MAR98		>>>> MEXICO CITY MEX						
MHWAP3M	RT	3075	073VV	AT	01MAR98		F	OW	5489	057M	AT	01MAR98	
MKXAP3M	RT	2879	073VV	AT	01MAR98		C	OW	3906	047M	AT	01MAR98	
MKWAP3M	RT	2939	073VV	AT	01MAR98		Y	OW	3134	067M	AT	01MAR98	
MLXAP3M	RT	2741	073VV	AT	01MAR98		>>>> MANILA MNL						
MLWAP3M	RT	2791	073VV	AT	01MAR98		F	OW	6491	057M	AT	01MAR98	
>>>> HONG KONG HKG							C	OW	4387	047M	AT	01MAR98	
F	OW	3075	073VV	AT	01MAR98		Y	OW	3620	067M	AT	01MAR98	
C	OW	2879	073VV	AT	01MAR98		MHXEE6M	RT	3669	071P	AT	01MAR98	
Y	OW	2939	073VV	AT	01MAR98		MHWEE6M	RT	3729	071P	AT	01MAR98	
MHXEE6M	RT	2741	073VV	AT	01MAR98		MKXEE6M	RT	3503	071P	AT	01MAR98	
MHWEE6M	RT	2791	073VV	AT	01MAR98		MKWEE6M	RT	3563	071P	AT	01MAR98	
MKXEE6M	RT	4387	047M	AT	01MAR98		MLXEE6M	RT	3336	071P	AT	01MAR98	
MLXEE6M	RT	3620	067M	AT	01MAR98		MLWEE6M	RT	3386	071P	AT	01MAR98	
MLWEE6M	RT	3669	071P	AT	01MAR98		MHXAP3M	RT	3015	073VV	AT	01MAR98	
MHXAP3M	RT	3729	071P	AT	01MAR98		MHWAP3M	RT	3075	073VV	AT	01MAR98	
MHWAP3M	RT	3503	071P	AT	01MAR98		MKXAP3M	RT	2879	073VV	AT	01MAR98	
MKXAP3M	RT	3563	071P	AT	01MAR98		MKXAP3M	RT	2939	073VV	AT	01MAR98	
MLXAP3M	RT	3336	071P	AT	01MAR98		MLXAP3M	RT	2741	073VV	AT	01MAR98	
MLWAP3M	RT	3386	071P	AT	01MAR98		MLWAP3M	RT	2791	073VV	AT	01MAR98	

## OVB-MEX

Origin > Destination							Origin > Destination						
Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry	Fare Basis	Note	Fare	Reso	Gl	Effective	Expiry
<b>NOVOSIBIRSK OVB USD</b>							<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>						
<b>&gt;&gt;&gt;&gt; MEXICO CITY MEX</b>							F OW 8616 057H AT 01MAR98						
MEE4M	RT	4183	072W	AT	01MAR98		C OW 6229 047M AT 01MAR98						
<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>							Y OW 5191 067M AT 01MAR98						
F OW 4745 057H AT 01MAR98							MHXEE6M RT 6584 071P AT 01MAR98						
C OW 3229 047H AT 01MAR98							MHWEE6M RT 6676 071P AT 01MAR98						
Y OW 2690 067M AT 01MAR98							MKXEE6M RT 6286 071P AT 01MAR98						
MEE4M RT 3498 072W AT 01MAR98							MKWEE6M RT 6377 071P AT 01MAR98						
<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>							MLXEE6M RT 5985 071P AT 01MAR98						
F OW 4745 057H AT 01MAR98							MLWEE6M RT 6063 071P AT 01MAR98						
C OW 3229 047H AT 01MAR98							MHXAP DD 2949 073F AT 01MAR98						
Y OW 2690 067M AT 01MAR98							MHWAP DD 2994 073F AT 01MAR98						
MEE4M RT 3498 072W AT 01MAR98							MKXAP DD 2814 073F AT 01MAR98						
<b>SHANGHAI SHA CNY</b>							MKWAP DD 2861 073F AT 01MAR98						
<b>&gt;&gt;&gt;&gt; MEXICO CITY MEX</b>							MLXAP DD 2681 073F AT 01MAR98						
F OW 51470 057H AT 01MAR98							MLWAP DD 2715 073F AT 01MAR98						
C OW 36180 047H AT 01MAR98							MHXAP3M RT 5542 073VV AT 01MAR98						
Y OW 28610 067H AT 01MAR98							MHWAP3M RT 5635 073VV AT 01MAR98						
MHXEE6M RT 40380 071P AT 01MAR98							MKXAP3M RT 5290 073VV AT 01MAR98						
MHWEE6M RT 40900 071P AT 01MAR98							MKWAP3M RT 5383 073VV AT 01MAR98						
MKXEE6M RT 38780 071P AT 01MAR98							MLXAP3M RT 5038 073VV AT 01MAR98						
MKWEE6M RT 39300 071P AT 01MAR98							MLWAP3M RT 5115 073VV AT 01MAR98						
MLXEE6M RT 37180 071P AT 01MAR98							<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>						
MLWEE6M RT 37610 071P AT 01MAR98							F OW 8616 057H AT 01MAR98						
<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>							C OW 6229 047H AT 01MAR98						
F OW 45460 057H AT 01MAR98							Y OW 5191 067M AT 01MAR98						
C OW 30710 047H AT 01MAR98							MHXEE6M RT 6584 071P AT 01MAR98						
Y OW 25090 067M AT 01MAR98							MHWEE6M RT 6676 071P AT 01MAR98						
MHXEE6M RT 35210 071P AT 01MAR98							MKXEE6M RT 6286 071P AT 01MAR98						
MHWEE6M RT 35730 071P AT 01MAR98							MKWEE6M RT 6377 071P AT 01MAR98						
MKXEE6M RT 33610 071P AT 01MAR98							MLXEE6M RT 5985 071P AT 01MAR98						
MKWEE6M RT 34130 071P AT 01MAR98							MLWEE6M RT 6063 071P AT 01MAR98						
MLXEE6M RT 32010 071P AT 01MAR98							MHXAP3M RT 5542 073VV AT 01MAR98						
MLWEE6M RT 32440 071P AT 01MAR98							MHWAP3M RT 5635 073VV AT 01MAR98						
MHXAP3M RT 29330 073VV AT 01MAR98							MKXAP3M RT 5290 073VV AT 01MAR98						
MHWAP3M RT 29840 073VV AT 01MAR98							MKWAP3M RT 5383 073VV AT 01MAR98						
MKXAP3M RT 28000 073VV AT 01MAR98							MLXAP3M RT 5038 073VV AT 01MAR98						
MKWAP3M RT 28520 073VV AT 01MAR98							MLWAP3M RT 5115 073VV AT 01MAR98						
MLXAP3M RT 26670 073VV AT 01MAR98							<b>TAIPEI TPE TWD</b>						
MLWAP3M RT 27100 073VV AT 01MAR98							<b>&gt;&gt;&gt;&gt; MEXICO CITY MEX</b>						
<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>							F OW 181350 057M AT 01MAR98						
F OW 45460 057H AT 01MAR98							C OW 123330 047M AT 01MAR98						
C OW 30710 047H AT 01MAR98							Y OW 99463 067M AT 01MAR98						
Y OW 25090 067M AT 01MAR98							MHXEE6M RT 139713 071P AT 01MAR98						
MHXEE6M RT 35210 071P AT 01MAR98							MHWEE6M RT 141496 071P AT 01MAR98						
MHWEE6M RT 35730 071P AT 01MAR98							MKXEE6M RT 134216 071P AT 01MAR98						
MKXEE6M RT 33610 071P AT 01MAR98							MKWEE6M RT 136000 071P AT 01MAR98						
MKWEE6M RT 34130 071P AT 01MAR98							MLXEE6M RT 128719 071P AT 01MAR98						
MLXEE6M RT 32010 071P AT 01MAR98							MLWEE6M RT 130205 071P AT 01MAR98						
MLWEE6M RT 32440 071P AT 01MAR98							<b>&gt;&gt;&gt;&gt; MONTREAL QU YMQ</b>						
MHXAP3M RT 29330 073VV AT 01MAR98							F OW 160878 057M AT 01MAR98						
MHWAP3M RT 29840 073VV AT 01MAR98							C OW 104702 047H AT 01MAR98						
MKXAP3M RT 28000 073VV AT 01MAR98							Y OW 87252 067M AT 01MAR98						
MKWAP3M RT 28520 073VV AT 01MAR98							MHXEE6M RT 120933 071P AT 01MAR98						
MLXAP3M RT 26670 073VV AT 01MAR98							MHWEE6M RT 122716 071P AT 01MAR98						
MLWAP3M RT 27100 073VV AT 01MAR98							MKXEE6M RT 115435 071P AT 01MAR98						
<b>SINGAPORE SIN SGD</b>							MKWEE6M RT 117219 071P AT 01MAR98						
<b>&gt;&gt;&gt;&gt; MEXICO CITY MEX</b>							MLXEE6M RT 109939 071P AT 01MAR98						
F OW 9670 057H AT 01MAR98							MLWEE6M RT 111424 071P AT 01MAR98						
C OW 7189 047H AT 01MAR98							MHXAP3M RT 100777 073VV AT 01MAR98						
Y OW 5820 067M AT 01MAR98							MHWAP3M RT 102560 073VV AT 01MAR98						
MHXEE6M RT 7543 071P AT 01MAR98							MKXAP3M RT 96196 073VV AT 01MAR98						
MHWEE6M RT 7634 071P AT 01MAR98							MKWAP3M RT 97979 073VV AT 01MAR98						
MKXEE6M RT 7243 071P AT 01MAR98							MLXAP3M RT 91615 073VV AT 01MAR98						
MKWEE6M RT 7336 071P AT 01MAR98							MLWAP3M RT 93101 073VV AT 01MAR98						
MLXEE6M RT 6944 071P AT 01MAR98							<b>&gt;&gt;&gt;&gt; NEW YORK NY NYC</b>						
MLWEE6M RT 7021 071P AT 01MAR98							F OW 160878 057H AT 01MAR98						
							C OW 104702 047H AT 01MAR98						
							Y OW 87252 067M AT 01MAR98						
							MHXEE6M RT 120933 071P AT 01MAR98						
							MHWEE6M RT 122716 071P AT 01MAR98						

## TPE-NYC

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>TAIPEI</b>		<b>TPE</b>		<b>TWD</b>									
>>>>> NEW YORK NY													
MKXEE6M	RT	115435	071P	AT	01MAR98								
MKWEE6M	RT	117219	071P	AT	01MAR98								
MLXEE6M	RT	109939	071P	AT	01MAR98								
MLWEE6M	RT	111424	071P	AT	01MAR98								
MHXAP3M	RT	100777	073VV	AT	01MAR98								
MHWAP3M	RT	102560	073VV	AT	01MAR98								
MKXAP3M	RT	96196	073VV	AT	01MAR98								
MKWAP3M	RT	97979	073VV	AT	01MAR98								
MLXAP3M	RT	91615	073VV	AT	01MAR98								
MLWAP3M	RT	93101	073VV	AT	01MAR98								
<b>TASHKENT</b>		<b>TAS</b>		<b>USD</b>									
>>>>> MEXICO CITY													
F	OW	5633	057M	AT	01MAR98								
C	OW	3833	047M	AT	01MAR98								
Y	OW	3073	067M	AT	01MAR98								
MHEE4M	RT	4014	072W	AT	01MAR98								
MKEE4M	RT	3862	072W	AT	01MAR98								
MLEE4M	RT	3711	072W	AT	01MAR98								
>>>>> MONTREAL QU													
F	OW	4889	057M	AT	01MAR98								
C	OW	3155	047M	AT	01MAR98								
Y	OW	2629	067M	AT	01MAR98								
MHEE4M	RT	3329	072W	AT	01MAR98								
MKEE4M	RT	3176	072W	AT	01MAR98								
MLEE4M	RT	3025	072W	AT	01MAR98								
>>>>> NEW YORK NY													
F	OW	4889	057M	AT	01MAR98								
C	OW	3155	047M	AT	01MAR98								
Y	OW	2629	067M	AT	01MAR98								
MHEE4M	RT	3329	072W	AT	01MAR98								
MKEE4M	RT	3176	072W	AT	01MAR98								
MLEE4M	RT	3025	072W	AT	01MAR98								
<b>YANGON</b>		<b>RGN</b>		<b>MMK</b>									
>>>>> MEXICO CITY													
F	OW	34496	057M	AT	01MAR98								
C	OW	23845	047M	AT	01MAR98								
Y	OW	19167	067M	AT	01MAR98								
>>>>> MONTREAL QU													
F	OW	30148	057M	AT	01MAR98								
C	OW	19887	047M	AT	01MAR98								
Y	OW	16573	067M	AT	01MAR98								
>>>>> NEW YORK NY													
F	OW	30148	057M	AT	01MAR98								
C	OW	19887	047M	AT	01MAR98								
Y	OW	16573	067M	AT	01MAR98								



## SPECIFIED PASSENGER FARES TABLES

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NATL - JAPAN, KOREA

## MEX-SEL

Origin							Origin						
> Destination							> Destination						
Fare Basis	Note	Fare	Reso	GI	Effective	Expiry	Fare Basis	Note	Fare	Reso	GI	Effective	Expiry
<b>MEXICO CITY MEX USD</b>													
>>>> SEOUL SEL													
F	OW	7551	057M	AT	01MAR98								
C	OW	5414	047M	AT	01MAR98								
Y	OW	4353	067M	AT	01MAR98								
>>>> TOKYO TYO													
F	OW	7551	057M	AT	01MAR98								
C	OW	5414	047M	AT	01MAR98								
Y	OW	4353	067M	AT	01MAR98								
<b>MONTREAL QU YMQ CAD</b>													
>>>> SEOUL SEL													
F	OW	8606	057M	AT	01MAR98								
C	OW	5927	047M	AT	01MAR98								
Y	OW	4939	067M	AT	01MAR98								
>>>> TOKYO TYO													
F	OW	8606	057M	AT	01MAR98								
C	OW	5927	047M	AT	01MAR98								
Y	OW	4939	067M	AT	01MAR98								
<b>NEW YORK NY NYC USD</b>													
>>>> SEOUL SEL													
F	OW	6806	057M	AT	01MAR98								
C	OW	4736	047M	AT	01MAR98								
Y	OW	3908	067M	AT	01MAR98								
>>>> TOKYO TYO													
F	OW	6806	057M	AT	01MAR98								
C	OW	4736	047M	AT	01MAR98								
Y	OW	3908	067M	AT	01MAR98								
<b>SEOUL SEL KRW</b>													
>>>> MEXICO CITY MEX													
F	OW	5156200	057M	AT	01MAR98								
C	OW	3768600	047M	AT	01MAR98								
Y	OW	3043200	067M	AT	01MAR98								
>>>> MONTREAL QU YMQ													
F	OW	4555600	057M	AT	01MAR98								
C	OW	3222000	047M	AT	01MAR98								
Y	OW	2685000	067M	AT	01MAR98								
>>>> NEW YORK NY NYC													
F	OW	4555600	057M	AT	01MAR98								
C	OW	3222000	047M	AT	01MAR98								
Y	OW	2685000	067M	AT	01MAR98								
<b>TOKYO TYO JPY</b>													
>>>> MEXICO CITY MEX													
F	OW	1236500	057M	AT	01MAR98								
C	OW	911100	047M	AT	01MAR98								
Y	OW	777500	067M	AT	01MAR98								
>>>> MONTREAL QU YMQ													
F	OW	1160600	057M	AT	01MAR98								
C	OW	842100	047M	AT	01MAR98								
Y	OW	732200	067M	AT	01MAR98								
>>>> NEW YORK NY NYC													
F	OW	1160600	057M	AT	01MAR98								
C	OW	842100	047M	AT	01MAR98								
Y	OW	732200	067M	AT	01MAR98								